

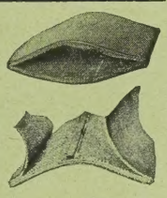
Entered as second-class matter June 26, 1885, at the Post Office at Chicago, Illinois, under Act of March 3rd, 1879.

A MONTHLY JOURNAL DEVOTED TO THE ELEVATOR AND GRAIN INTERESTS.

PUBLISHED BY Mitchell Brothers Publishing Co. | VOL. XXXI. | CHICAGO, ILLINOIS, AUGUST 15, 1912. | No. 2. | One Dollar Per Annum. SINGLE COPIES, TEN CENTS.

IF THE PLIES

of your belt separate like this it wasn't



"R. F. & C." Solid Woven Rubber Belt

The "R. F. & C." gives MAXIMUM of strength and MINIMUM of stretch. Eliminates all belt troubles.

A sample will prove most convincing evidence; send for it.

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THE GUTTA PERCHA & RUBBER MFG. CO. Trade Mark CHICAGO

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Be sure its the "MOHAWK" brand of rubber belting.

Order of your building contractor or dealer or write us direct.

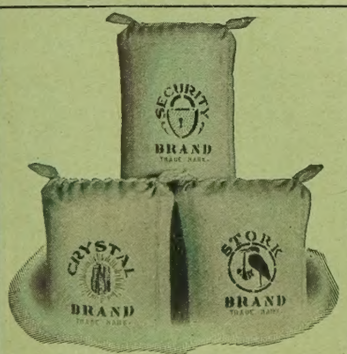
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SEEDS

Timothy Our Specialty

MINNEAPOLIS, - MINN.

TRADE MARK REGISTERED IN U. S. A.

The Climax Scoop Truck

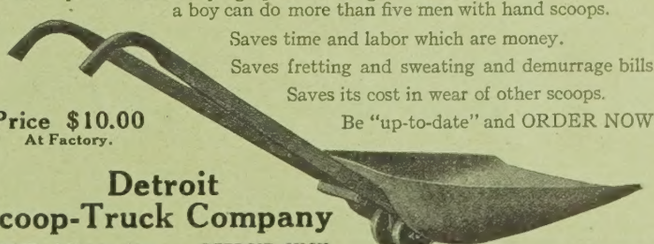
Is a scoop on wheels carrying 2½ bushels of grain and 200 lbs of coal. With it a boy can do more than five men with hand scoops.

Saves time and labor which are money.

Saves fretting and sweating and demurrage bills.

Saves its cost in wear of other scoops.

Be "up-to-date" and ORDER NOW.



Price $10.00 At Factory.

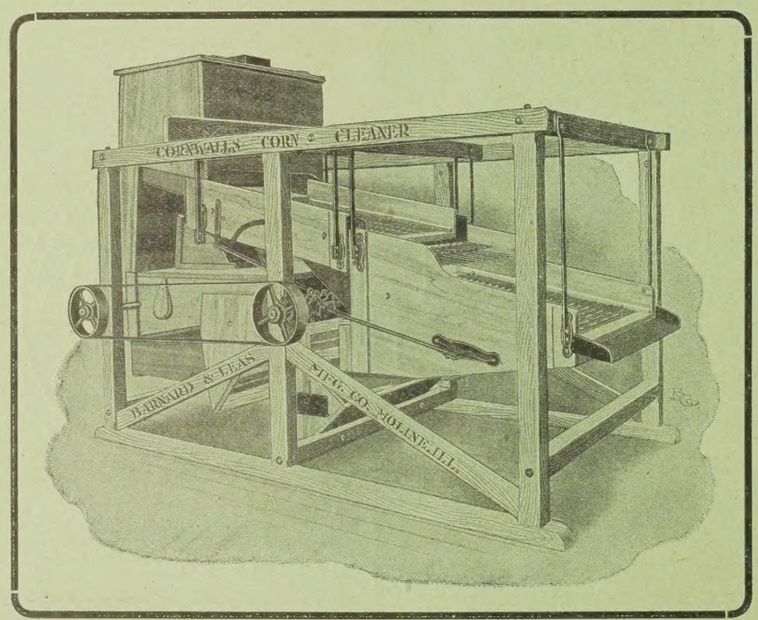
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The Cornwall Corn Cleaner, in addition to being the leading corn cleaner, can also be used as a receiving separator by changing sieves. In this way it can be used for cleaning other kinds of grain, such as wheat, oats, etc., and has a double value.

As it was the first of the sieve corn cleaners, so also it is the most popular.



It is known everywhere for its durability, capacity and efficiency.

For shelling the corn there is nothing better than the **Victor Sheller.**

These two machines are unequalled for their purpose.

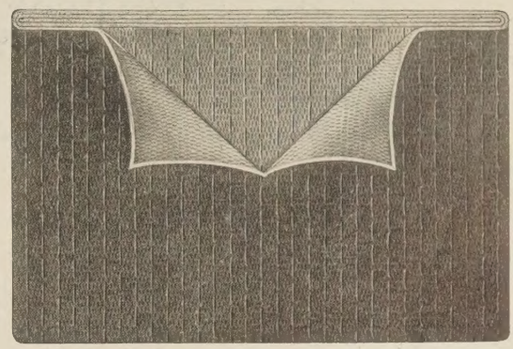
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MILL BUILDERS AND MILL FURNISHERS

ESTABLISHED 1860. MOLINE, ILLINOIS, U.S.A.

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A Special Belt for Grain BLEACHERY Service, ELEVATING and CONVEYING

Sulphur fumes have no effect whatever on ANTISULPHO BELTING—one installation has outlasted high grade rubber belting THREE TIMES and is still in service apparently as GOOD AS NEW.

If you operate a BLEACHERY and need a belt,
ANTISULPHO will SAVE YOU MONEY.

"ANTISULPHO" is of the same general construction as REXALL DOUBLE STITCHED BELTING, our Standard Grain Belt for ELEVATING and CONVEYING.

Scientifically built. No rubber to deteriorate.
Will outlast the best rubber belt TWO TO ONE and COSTS LESS.

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Manufacturers - - **CHICAGO**

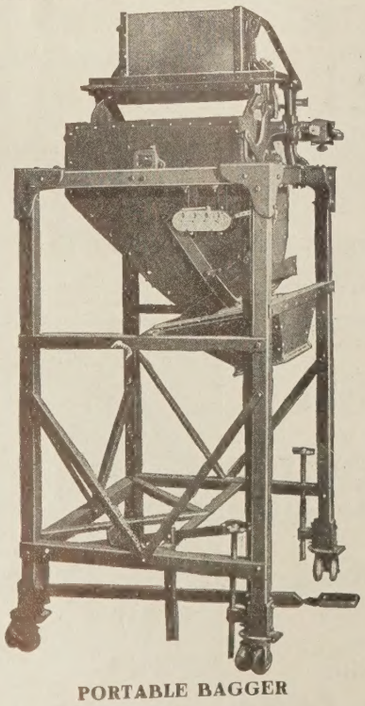
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PORTABLE BAGGER

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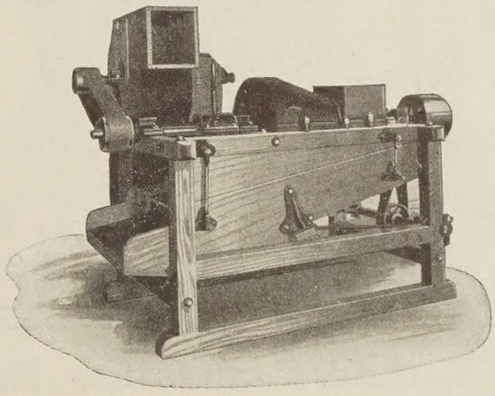
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60 Days' Trial

National Automatic Scale Co.
Bloomington, Illinois

THE SIDNEY
COMBINED SHELLER AND CLEANER



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Gentlemen:—In 1909 we purchased one of your Combination Shellers and Cleaners, and beg to say that it has given the very best of satisfaction in every particular.

It has always been a difficult matter to obtain a sheller that would do a complete job of shelling Pop Corn until we purchased this one of you. We can also do as good work as the average Cleaner in getting oats ready for the market.

We have given this Sheller some very rough usage for the past three years and have not had to purchase as much as a bolt for it yet.

Respectfully
HEALY BROS.

Write for Complete Catalogue No. 25

THE PHILIP SMITH MFG. CO., Sidney, O.

We manufacture the most complete and up-to-date line of Corn Shellers in the world.

A Complete Stock at Enterprise, Kans.

WE WERE THE FIRST TO BRING OUT A

Single Steel Disc Feed Grinding Mill

that has proven a perfect success.

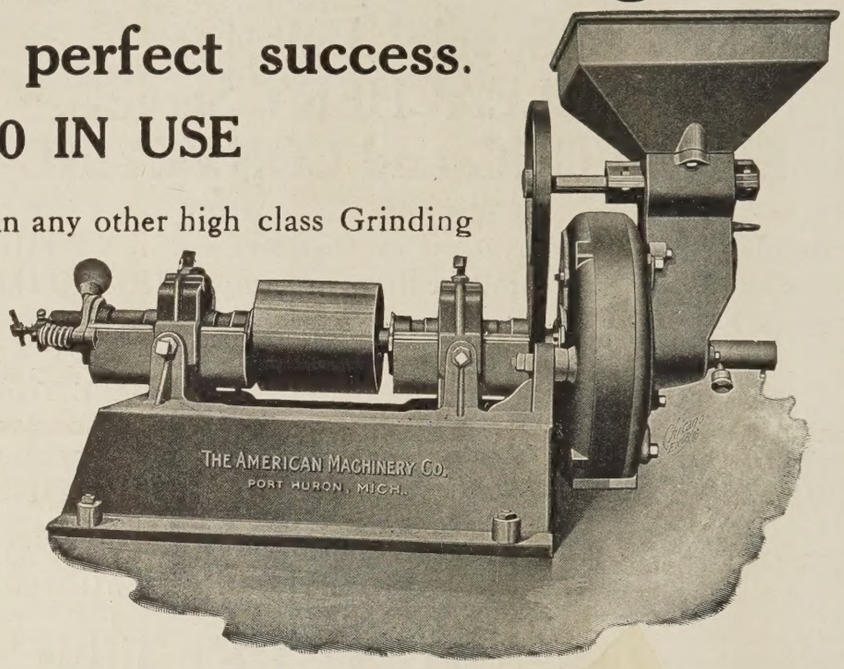
NEARLY 600 IN USE

The cost of installing is ⅔ less than any other high class Grinding Mill on the market.

The stock ground on the American Special Chopper is soft and bulky and just the kind of ground feed required for stock feeding.

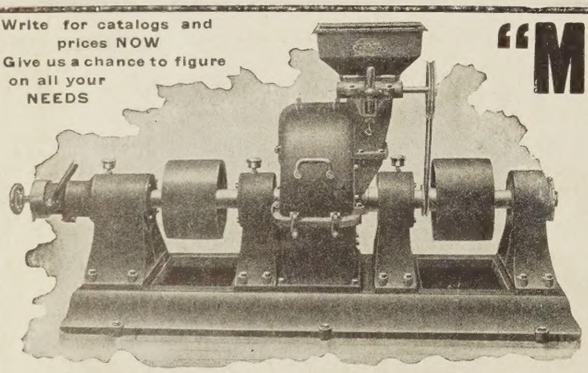
The Grinding Plates used on the American Special are fully covered by patents.

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THE AMERICAN MACHINERY COMPANY, PORT HURON, MICH.

Write for catalogs and prices NOW
Give us a chance to figure on all your NEEDS



"MONARCH" BALL BEARING

FEED GRINDERS WILL ALWAYS

SOLVE ALL YOUR TROUBLES

A SAVING of 35% to 55% in POWER

DON'T FORGET : DIRECT CONNECTED ELECTRICALLY MOTOR DRIVEN

Ball Bearing Feed Grinders and Corn Crackers OUR SPECIALITY

You cannot afford to operate your plant without one of these "Monarch" Mills, because of the large amount of power saved, or the tremendous increase in capacity, that you will obtain with your present power, guaranteed never to get out of tram. TRY ONE OF THESE MILLS NOW. It DON'T pay to wait DO IT NOW.

MONARCH BALL BEARING, BELT DRIVEN ATTRITION MILL

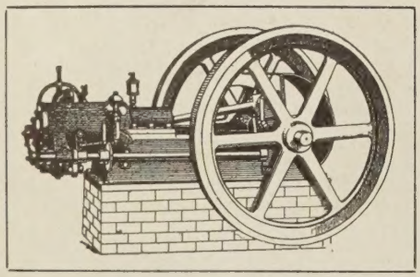
We manufacture the Largest, Most Improved, and Most Complete Line of Machinery for Flour and Feed Mills, Grain Elevators, etc., in the World.

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Operated without the use of Battery

STATIONARY and PORTABLE

Thousands in Use

Thoroughly well Built and Fully Guaranteed.

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THE LAMBERT GAS & GASOLINE ENGINE CO.

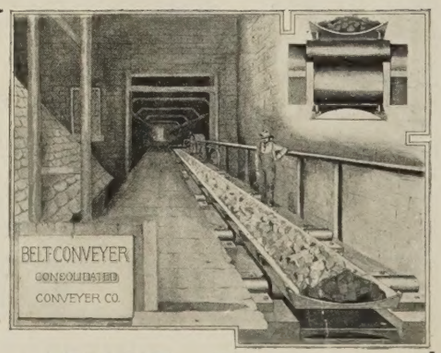
Anderson, (East Side) - - **INDIANA**

TWO-BELT

TRADE-MARK

CONVEYOR

Let Us Handle Your Load



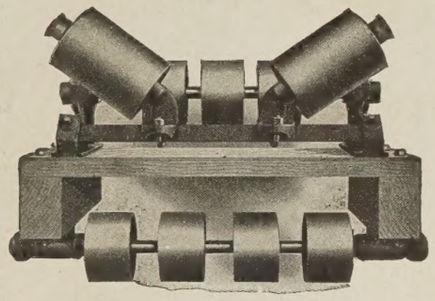
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GRAIN, COAL, STONE, ORE, Etc.

No TROUGHING Rolls; No FLEXING of Belt; No ANGLES on the Belt; No SPECIAL Belt Required; No Guide Pulleys, etc.

We design and build **Conveyers for all requirements.**

CONSOLIDATED CONVEYER COMPANY
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Improved Belt Conveyor

Carries all kinds of grain and mill products in package or bulk. Gradual, uniform curve of belt secured without complicated parts. Bearings thoroughly lubricated and have adjustment for taking up wear. Tripper substantial and reliable. Entire system economical and satisfactory—nothing to get out of order.

We manufacture a complete line of Elevating, Conveying and Power-Transmitting Machinery. Headquarters for supplies. Send for Catalog 34.

H. W. Caldwell & Son Co.
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NEW YORK, Fulton Bldg., Hudson Terminal, 50 Church Street

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Contains full directions for Fumigating Mills and Elevators.

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431 S. Dearborn St., Chicago

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Show the value of any number of bushels or pounds of WHEAT, RYE, OATS, CORN OR BARLEY at any given price from 10 cents to $2.00 per bushel. One of the most useful books ever offered to millers. Indorsed by prominent millers and grain dealers. Bound in cloth, 200 pages. Mailed on receipt of price.

$1.25

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THE destructive acid formed by grain dust and rain water is successfully resisted by the inert pigments in

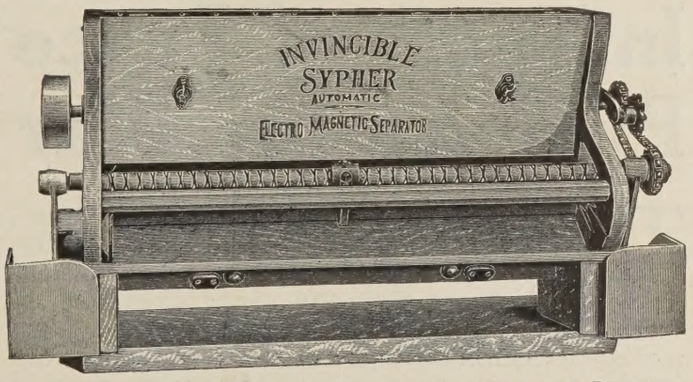
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JOSEPH DIXON CRUCIBLE CO.
Jersey City, N. J.

THE INVINCIBLE-SYPHER

Electro Automatic Magnetic Separator



Very Durable—Small Consumption of Current

Will **positively remove all iron** from the grain.

Has retaining force of 500 pounds, making it impossible for any iron to pass it.

This machine does not deteriorate with age—on the contrary actually becomes more efficient with use.

We are prepared to furnish a small inexpensive dynamo for it where current is not available.

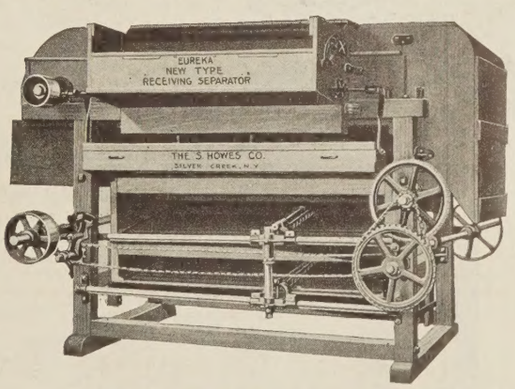
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AUTOMATIC RECEIVING SEPARATOR



HEAVY DUTY CONSTRUCTION

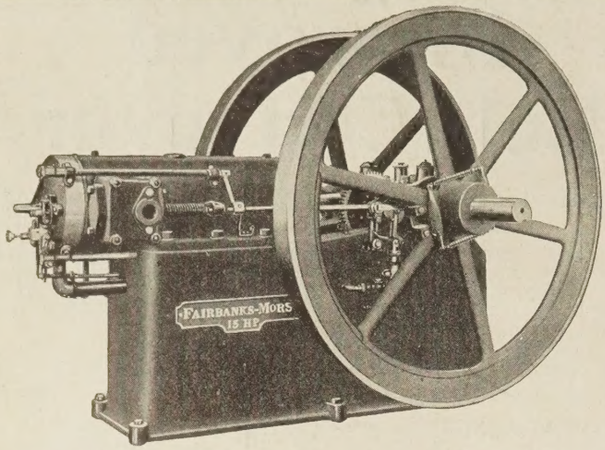
A NEW MACHINE WITH

4½ Times More Screen Surface

Than any other Separator ever built.

Catalog free.

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33 Years Of Engine Building Experience

explains the simple, reliable and economical operation of

Fairbanks-Morse Oil Engines

(Kerosene, Gasoline or Low Grade Distillate)

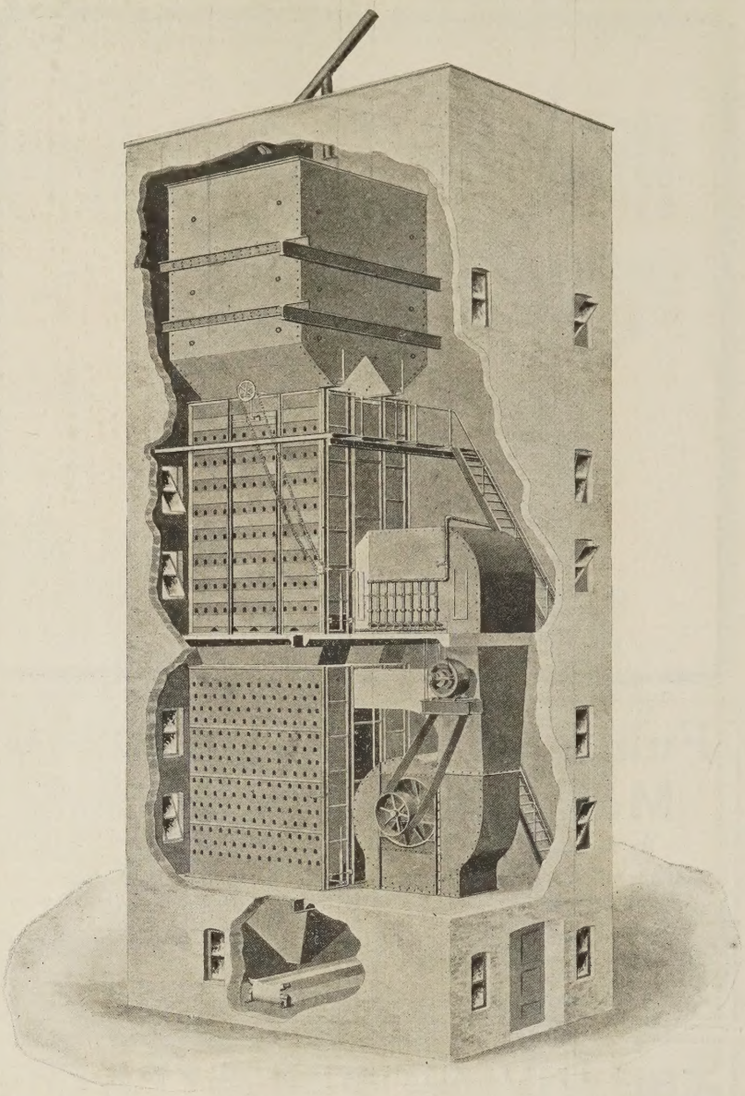
Nothing is put on for a talking point.
Nothing is left off to cheapen cost.

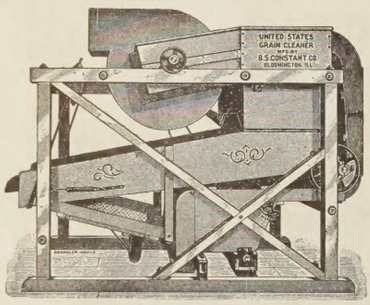
We build them to give you Maximum Service at Minimum Cost. Writing for Catalog No. 544FJ is a splendid use to make of the next minute.

Fairbanks, Morse & Co.

Wabash Ave. & Eldredge Place **Chicago, Ill.**

Wagon and Portable Scales, Gasoline Engines, Pumps, Water Systems, Electric Light Plants, Windmills, Feed Grinders.

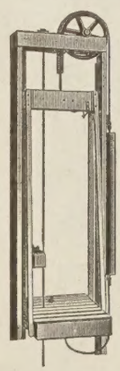




THE
U. S. Grain Cleaner

is the best in the Union and should be in the top of all elevators where Corn, Oats and Wheat are shipped.

Higher Grades—Higher Prices.
Long life machine.
Ring or Chain Oiling Bearings.
Balanced Eccentrix.
Five Separations and
All the Corn Saved.

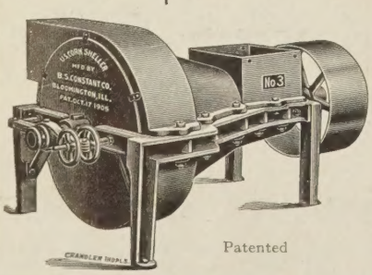


The Constant Safety Ball Bearing Man-lift

the most satisfactory connecting link between Cleaner and Sheller.

Best made.
Easiest and safest.
Adjustable Brakes
which we guarantee.

State distance between floors and get our
Net Price



Patented

U. S. Corn Sheller

Fan Discharge,
over or under, right or left hand.
Iron or Wood Frame.
No Lower Hoppering.
Cheapest Installed.
Quickest and Cheapest Repaired of any Sheller on the market.

Send for a Catalog.

B. S. CONSTANT CO.

Bloomington Illinois

In Times of Peace Prepare for War

THIS saying applies as well to all industrial enterprises as it does to war between nations. They who are found prepared to take advantage of a crisis will be found successful, as well in business as war. If a nation is threatened with a war, they immediately commence to get the latest improvements in guns and battleships and put forth every effort to be prepared to meet the enemy with the latest improvements in the game of war.

Therefore, we say in times of peace prepare for war. Get a Morris Drier and you will be prepared to save your grain when the time comes. You insure your grain against damage by fire. Why not insure it against damage by water? To do this install a Morris Drier. Ask for catalogue.

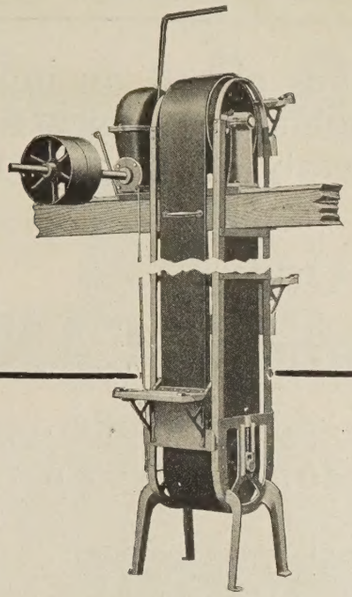
Morris Grain Drier Co.

Manufacturers of

Grain Driers, Coolers and Conditioners

507-511 Chamber of Commerce, MILWAUKEE, WIS.

Going Up



or Coming Down

YOU or your employes are constantly going from one floor to another. The stairway is inconvenient and wears you out needlessly.

The Nordyke & Marmon Company Employee's Elevator

quickens and make easy your goings and comings. It enables you or your men to give closer personal attention to your work. This means much to you.

The N. & M. Co. Employee's Elevator frame is strongly built of steel and iron. An endless belt with steel framed platforms runs continously from one floor to another. This elevator is made up in strong steel sections. It is equipped with wide faced pulleys, easily oiled. These pulleys are located on strong steel mandrels.

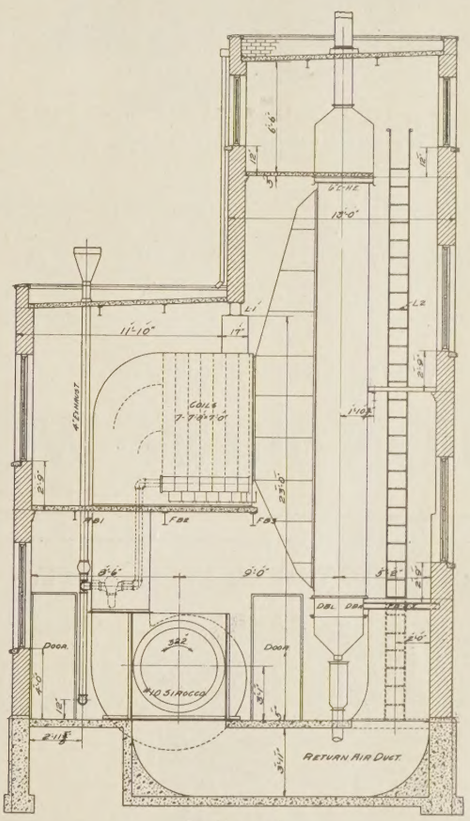
This elevator is built in sizes to suit your needs. Write for description and prices.

Nordyke & Marmon Company

AMERICA'S LEADING MILL BUILDERS

INDIANAPOLIS - INDIANA

THE ELLIS DRIER CO.



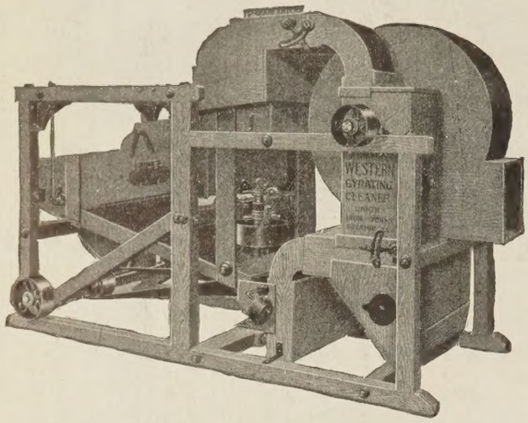
Section of
The Holmquist Drying Plant.

The plant as shown above was erected for the Holmquist Elevator Company, Omaha, Nebraska. As a drier the machine has a capacity of six to eight thousand bushels in ten hours. When operating as a cold air machine, the complete plant including the coolers has a capacity of twenty to thirty thousand bushels in ten hours. The drier is a self contained unit with its own boiler, engine, pump, etc. The exhaust steam from the engine is piped directly to the coils.

Postal Telegraph Building
CHICAGO U. S. A.

WESTERN

machinery has played an important part in handling the world's Grain crop for nearly half a century.



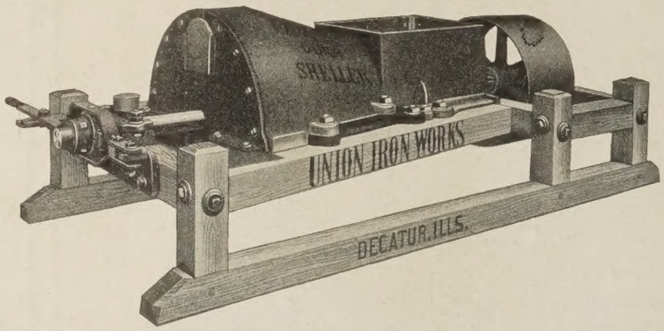
The Western Gyrating Cleaner

Our SHELLERS and CLEANERS

are the recognized standard wherever corn is grown.

We manufacture everything needed for the grain elevator, from pit to cupola.

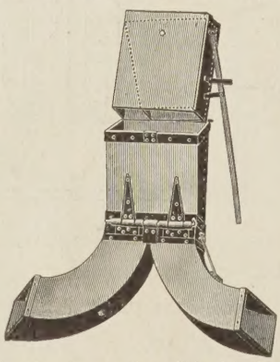
Write for Catalogue.



The Western Regular Warehouse Sheller

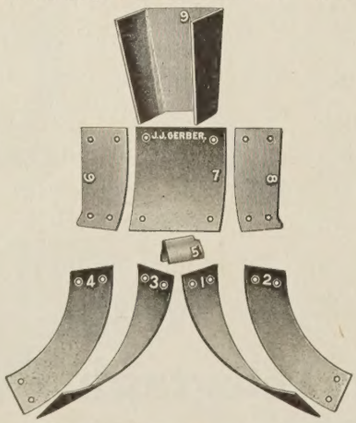
UNION IRON WORKS DECATUR, ILLINOIS

THE GERBER BIFURCATED GRAIN SPOUT



The only Spout made for trimming cars that will load both ends at the same time. It is made very heavy and has cast linings.

Cast Linings for Bifurcated Grain Spout



When ordering cast linings give number of parts required.

For particulars write

J. J. GERBER - - MINNEAPOLIS, MINN

16th Annual Convention

Grain Dealers National Association

Norfolk, Va., October 1, 2, 3.

The Norfolk & Western Railway, the only line from the West entering the City of Norfolk direct, has been selected by the Board of Directors of the National Association as the **Official Route,** and desire that the delegates, their families and friends attending the convention, take advantage of the special train arrangements and move as an exclusive party from Cincinnati and Columbus. From such points in the interior where the number will justify special trains or through Pullmans will be operated.

Co-operate and assist the officers of the Association in carrying out their plans by having your tickets routed via the Norfolk & Western Railway.

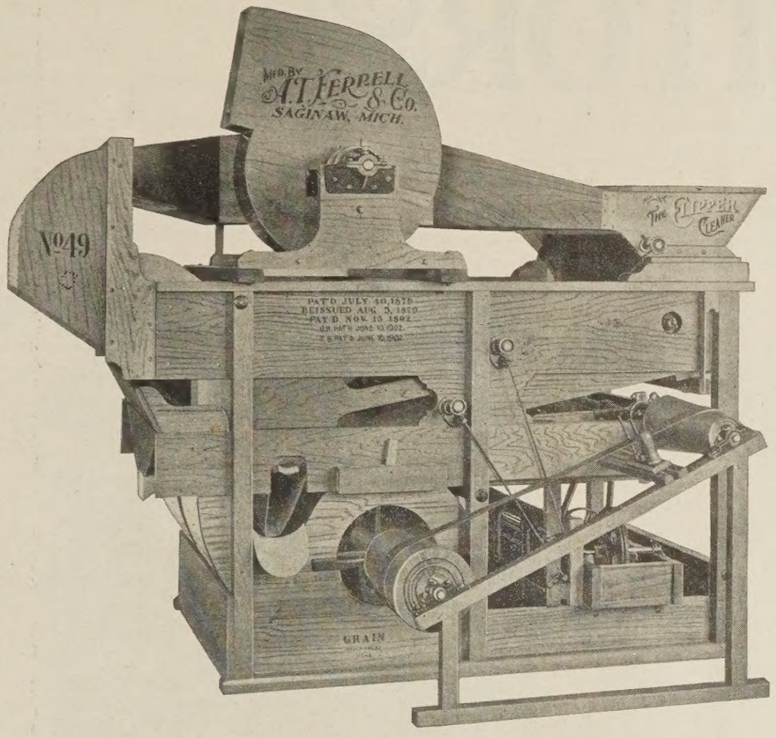
Communicate with the nearest of the undersigned representatives of the Norfolk & Western, who will furnish full information as to routes, fares, etc., and arrange for Pullman reservations.

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Traveling Passenger Agent
505 Board of Trade Bldg
Indianapolis, Ind.

H. G. Grant
Traveling Passenger Agent
308 Marquette Bldg.
Chicago, Ill.

John L. Bladon, Division Passenger Agent
Cincinnati or Columbus, Ohio

"Clipper" Grain and Seed Cleaners



The No. 49 Clipper is a first-class grain receiving cleaner for local elevators. It has large capacity, is solidly built, is dustless and will make the most difficult separations. It is simple, strong, convenient and will not easily get out of order. It requires less for repairs than any other grain cleaner on the market and is always ready for business. Ours is the only successful combination cleaner on the market. We give a 30-day guarantee with each machine.

If you are looking for the best cleaner, we would like to show you what we have. Our line of clover seed cleaners is strictly up-to-date. All sizes and capacity. We can furnish machines with Traveling Brushes, Air Controller and all modern improvements. Send for catalog and discounts.

A. T. FERRELL & CO., - SAGINAW, MICH.



A Profitable Mill for Profit-Seeking Millers

There's money in the feed business.

But the only way you can get it — that is, get more of it than you've been getting, is to show the "other fellow's" customers that your brand of feed is of a better quality than his.

What people want now-a-days is **quality.** And it's a dead certainty they're going to deal with the man who gives them the most for their money.

You could wear a cheaper hat than you do.

But you don't.

Why?

Simply because you prefer paying a dollar or so more and getting **quality.**

The same principle holds good in the feed business.

Most persons will gladly pay a little more for a good, clean-cut feed than pay ordinary prices for ordinary feed.

Therefore, put quality into your feed and — Get More Business.

To produce high-grade feed you must own a high-grade mill.

Look where you may and as long as you will, you will never find a mill that is capable of grinding out feed possessing so high a degree of quality as the **Wolf Feed Mill** is capable of doing.

That's why so many millers and feed-mill owners who have installed this mill are enjoying such an increase in business.

The **Wolf Feed Mill** is built to produce clean-cut feed — not to squeeze, mash and tear the stock, but to **cut.**

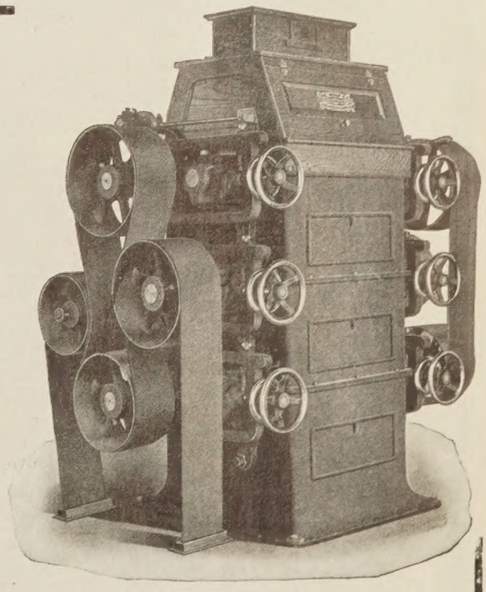
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When writing for particulars, please state whether you are interested in a two-pair high or a three-pair high mill.

THE WOLF COMPANY,
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Gentlemen:—

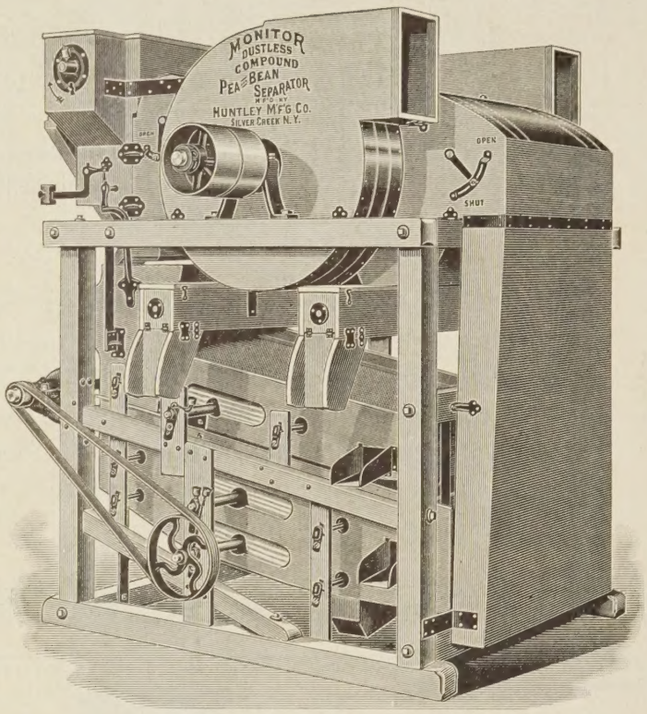
Please send me full particulars regarding the Wolf Grinding Mill. Two Pair High. Three Pair High.

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Post Office State

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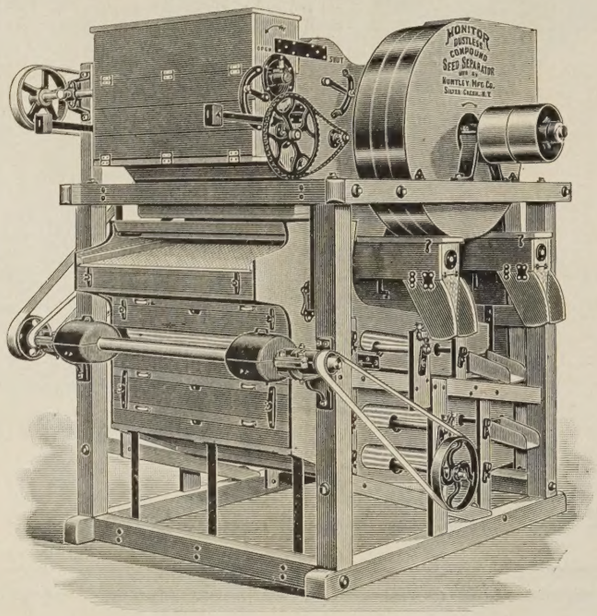


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By simplifying the work — and delivering the utmost in perfect cleaning and grading work this machine *actually lessens the cost* of every bushel of beans and field peas it handles. Used by a *majority* of our largest dealers in beans and field peas. This machine today is considered to be *the standard* machine for handling, either separately or combined, the polishing, cleaning and grading of beans and peas.

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HUNTLEY MFG. CO., Silver Creek, N. Y.

AGENTS

Minneapolis, Minn.—A. F. Shuler, 316 Fourth Ave., South
Chicago, Ill.—F. M. Smith, 501 Traders Bldg.
Portland, Ore.—C. J. Groat, 601 Concord Building
Wichita, Kansas—J. B. Ruthrauff, 301 S. Lawrence St.
St. Louis, Mo.—S. J. McTiernan, 25 Merchants Exchange
Jackson, Mich.—A. H. Smith, 206 Lansing Ave.
Akron, Ohio—A. S. Garman
Owego, N. Y.—J. H. Foote

The American Elevator and Grain Trade

A MONTHLY JOURNAL DEVOTED TO THE ELEVATOR AND GRAIN INTERESTS.

VOL. XXXI. CHICAGO, ILLINOIS, AUGUST 15, 1912. No. 2.

RALSTON PURINA MILLS ELEVATOR.

Our illustration shows the new Ralston Purina Mills Elevator and Ellis Drier, completed early this year at the corner of Eighth and Gratiot Streets, St. Louis, by James Stewart & Co., Chicago. It is one of the best elevators of the type built by this Chicago grain elevator construction firm. It is a concrete structure, fireproof, with a total storage capacity of 165,000 bushels. The elevator is for the purpose of storing the grain used for the various products manufactured by the Ralston Purina Mills and also for providing facilities for cleaning the grain.



CONCRETE GRAIN ELEVATOR AT ST. LOUIS, MO.

The elevator consists of sixteen rectangular bins surmounted by a steel-frame cupola. The cupola walls are covered with cement plaster on expanded metal. The ground dimensions of the elevator are 47x57 feet. The bins are 64 feet deep and the total length of the house above ground is 133 feet. Each of the bins is 13x10 feet 11 inches, with height as formerly noted. But fifteen bins are used for storage, the remaining bin space being used to house a Humphrey Manlift, the elevator legs and a spiral stairway.

The elevating and conveying equipment, which was furnished by the Weller Mfg. Co. of Chicago, consists of one receiving leg fitted with 18-inch buckets, giving a capacity of 8,000 bushels per hour; four cleaner and three elevator legs fitted with 10-inch buckets and having a capacity of 2,500 bushels per hour; and a receiving hopper scale of 1,600 bushels' capacity is equipped with a telescope trolley spout of sufficient size to spout direct to any bin in the elevator. The scale beam is located on the spouting floor, thereby requiring the service of only one man for weighing and spouting.

For unloading cars a pair of Clark Power Shovels is employed, and the grain is discharged into a receiving hopper which in turn delivers the grain to the receiving leg. From the receiving leg it is taken to the hopper of the receiving scale. A Sandmeyer Bifurcated Car Loading Spout was installed for loading out grain in bulk.

The cleaning facilities include one No. 8 and one No. 11 Monitor Warehouse Receiving Separators and two Niagara Dust Collectors. All machinery is electrically driven.

The Ellis Drier is a 6-unit 35-foot machine with an independent cooler of the same height, but a 3-unit type is placed directly alongside. The plant has a guaranteed capacity of 750 bushels per hour and when operating on light drying will handle 1,500 bushels per hour.

There are several characteristics of interest in the design and operation of this plant. In the first place, there is not an ounce of live steam used, even when running at full capacity. The use of exhaust steam only is of vital importance from the viewpoint of economy and is made possible by the adoption of process patents controlled by the Ellis Drier Co.

The process in question allows for the return in great part of the exhaust air from the driers and the heat contained therein re-utilized. This air-return system also aids considerably in a more rapid air circulation through the grain, by placing a distinct suction on the exhaust ports of the drier instead of a slight back-pressure which is bound to result when exhausting directly to the atmosphere.

The second fact worthy of mention is the use of automatic scales in order that the shrinkage during the drying process may be under accurate control. The grain is spouted from a cut-off bin within the elevator and passes through an automatic scale placed directly over the drier garner. After passing through the drier the heated grain is elevated to the cooler. The finished product is then passed through a second automatic scale located below the cooler and the final tally made. A record of all weights is electrically transmitted to the first floor.

SHOULD STORE.

The fear of starvation of the people in case of war, which has terrorized many Englishmen for years past, is now said to have invaded Germany also, owing to the warning thrown out by Prof. Franz Fröhlich, who has some more or less delimited reputation as a writer of articles and books upon wars of the past and the causes that brought victory to one side and defeat to the other. He urges upon the German government to purchase 1,000,000 tons of wheat as a reserve "famine store," contending, while discussing the question whether Germany could meet the exhaustive drain of a war, that war is not merely a financial question but one of subsistence. As the nation imports as high as 25,000 tons of grain in some of the end of the season months, "it is evident that if war should suddenly be declared in July it would be a matter of few weeks before successful operations on land would be gravely endangered by famine which would confront the nation if the enemy had mastery of the sea," etc. Wherefore he adopts the timid Englishman's idea that the government should purchase say 1,000,000 tons of wheat, which, well dried, should be stored in large granaries. As wheat will

keep for years, it would be necessary to renew only a small quantity every year. As to the question of cost, "a million tons of wheat could be bought for about $50,000,000, which would mean a yearly loss of interest of about $2,000,000. The cost of granaries and their administration would be about $750,000 annually, a total yearly expenditure of approximately $3,000,000."

INSPECTION IN KANSAS.

Following the collapse of the Kansas State Grain Inspection Department, on petition of the Kansas Grain Dealers' Association, the Kansas City Board of Trade has organized an inspection service with A. R. Ware, who for the past three years has been in charge of terminals at Port Arthur, Texas, at the head as chief inspector.

This department will have jurisdiction over the inspection only of such grain as arrives within the Kansas City switching limits in Wyandotte County and in or out of what are now regular elevators in Kansas under the Board of Trade rules; provided, however, that no grain shall be inspected on track of which the owner or shipper requests "no inspection." All inspection shall be made in the office of the department from samples drawn by an official sampler from the cars in the yards. Shippers located on the lines of the Mo. P., R. I., S. F., U. P., Frisco, and M. K. & T. roads, who wish to avoid state inspection, should make the notation on bills of lading "state inspection, not desired, sell by sample," and see that your agent copies notation on way bill. National Association Uniform Grade Rules, with some slight changes, will apply.

"We believe," says Sec'y Smiley, "that the service rendered by this new department will be much more satisfactory in every respect than the service rendered by the Kansas State Inspection Department in the past and be very much cheaper. The department will employ its own men without suggestion from any political influence, and if any of them should prove to be incompetent, they can be discharged without consulting the Governor of the state. As the legislature of Kansas does not convene for over six months, we hope to be able to demonstrate, through this department, to the producer, middleman, and consumer that better service can be rendered at much less expense by Board of Trade sampling and inspection than by political inspection. If successful, we believe that the members of this Association and their farmer friends can convince the members of the next legislature that the repeal of the present inspection law will not be amiss."

ACTION OF BOARD OF HEALTH.

In the meantime the Kansas State Board of Health has issued a circular signed by Dr. S. J. Crumbine, secretary, containing the following notice:

A great deal of complaint comes to this department of the large amount of weed seed and other extraneous grain found in wheat; and I am reliably advised that wheat can be so threshed and screened as to be practically free from weed seeds. The standards under the Kansas food and drugs law do not permit the presence of weed seeds and other extraneous grains in "significant quantities"; and if seed is used in any "significant quantity" it is considered an adulteration under the law. Recognizing the fact that, perhaps, it is impossible, even with thorough screening, to keep out all of the weed seeds, the department has made a tentative ruling that if wheat (and this applies to any grade of wheat, as grades were not considered under the food and drugs act) contains more than one-half pound of weed seeds or other foreign matter to the bushel, such wheat will be considered adulterated; and the department will contest such adulterations in the courts. It is believed that this is a very liberal tolerance, and its reasonableness should be recognized by all grain dealers. The threshers have been notified of the ruling of the department.

I might also add that the addition of other kinds of grain or weed seeds to wheat is prohibited as constituting adulteration, and the mixing of spoiled or sprouted grain in any amounts, regardless of whether or not they pass grades, is an adulteration under the law and will be contested.

The law, under the head of vegetable products, bearing on food standards fixed by the Department, says:

Grain is the fully matured, clean, sound, air-dry seed of wheat, maize, rice, oats, rye, buckwheat, barley, sorghum, millet or spelt. It is free from significant quantities of grain or grains when represented to be of a definite variety or grade it conforms to the characteristics of such variety or grade.

The ruling is considered impracticable and disastrous to all interests involved, the millers alone excepted.

FRANK H. FUNK.

Frank H. Funk of Bloomington, who is candidate for governor of Illinois on the new "Progressive Party" ticket, is a member of the well-known Funk family of McLean County, founded by the late Isaac Funk, who came to Illinois in 1824 and settled at Funk's Grove. He accumulated an estate of 25,000 acres of central Illinois land, now the property of his sons, who are seeds breeders of wide fame.

Frank H. Funk is a graduate of Yale College (1891) and in 1902, after some years as a seeds and stock breeder, organized the Funk Brothers Seed Co. In 1905 he entered politics by election to the board of supervisors of McLean County. In 1906 he became a member of the Republican state central committee and in 1908 was elected to the state senate. He has since been known as one of the "insurgents" of that body, whose respect for machine politics and politicians might be represented by the



FRANK H. FUNK.

minus sign. In the legislature he was active in all matters affecting the agricultural interests of the state, being chairman of the committee on agriculture. He obtained an appropriation for the foundation of the hog cholera serum laboratory at Springfield and assisted in procuring additional appropriations for the support of the Illinois State Fair and for the State Farmers' Institute.

Senator Funk was married in 1895 to Miss Florence Risser of Chicago, a graduate of Vassar College. They have three children—Mary, 13 years; Benjamin F. Jr., 11, and Florence, 9. He is a member of the Modern Woodmen of America, the Elks, and of the Masonic bodies in Bloomington and of the Shrine in Peoria.

Richard Gambrill on August 10 won the distinction of making the first sale of export oats out of Chicago in nearly seven years. One lot of 50,000 bushels of 38-pound clipped white oats was sold to an eastern exporter. Mr. Gambrill also closed the first export sale of new wheat from the 1912 crop, selling the grain several weeks before to be shipped by way of the gulf from a Kansas point.

The South African Railway Board has recommended the American grain elevator system for handling grain in South Africa, and its transportation in bulk. It is advised that three or four country elevators and a terminal elevator be first erected with an assurance that elevators will be provided at the other ports after the first has been tried out. It is also advised that grain be not granted a reduced export rate on the railways unless cleaned at the elevator. The Government will do the export grading.

[For the "American Elevator and Grain Trade."]

A PUZZLE IN THE WHEAT STATISTICS OF THE COUNTRY.

DEFICIT IN THE BALANCE OF WHEAT PRODUCTION AND CONSUMPTION—WHERE DOES THE ERROR LIE?

BY P. S. GOODMAN.

Casting up the balance sheet of the wheat crop for the past two years, I find a deficit in the production when applied to the usual consumption figures and known distribution of the crop. That we should get out of line within two years of a census taking of the wheat crop is rather curious. The same thing happened ten years ago, but there was then a reason. The Agricultural Department in making its revision, under the direction of a committee from the National Board of Trade, rejected the Census figures and querulously, in the face of the statistics, alleged that the Census crop was too large, though unable to point out any fault, except in the objection to the use of counting machines to sum up the returns.

This time the Statistical Bureau of the Agricultural Department accepted the Census figures and in the main corrected them up to date. But we are left with the puzzle on our hands: Have we as a Nation decreased the consumption of wheaten bread, or have the correspondents of the Bureau and the machinery of the Bureau broken down in the annual estimates since the 1909 crop?

Over a long period of years, I have used as a basis for computation a per capita consumption of 5½ bushels, and applied this amount to the average population of the country as figured yearly by the Census Bureau in its report to the Treasury and other departments for computing their tables. The milling returns of the four last periods confirm this per capita consumption. With this as a basis I have added an arbitrary 75,000,000 bushels for seed, the official exports, the official farm reserves, and the *Daily Trade Bulletin's* reserves in second hands. I have deducted these from the Government's estimated crop, with the two reserves named from the previous year added, as the total wheat available. It may be said that some of these data are arbitrary, but whether assuming them or any other and carrying the process over a series of years, the results would be the same on a percentage basis.

It might be assumed that a deficit between the supply and the distribution can be accounted for by invisible reserves; that a surplus can be accounted for by a supply from the invisible. This theory might work in one year, but over a long period of time it would be self-adjustable.

The result of the compilation over the past ten years is sufficient for present purposes, and here it is:

Crop of—	Surplus, Bushels.	Deficit, Bushels.
1911		38,340,000
1910		31,957,000
1909		11,329,000
1908	9,261,000	
1907		24,501,000
1906	6,591,000	
1905	14,217,000	
1904		14,472,000
1903		7,849,000
1902		38,000,000

The last three crops are the Census and the adjustment thereto. The 1909 crop on the old average showed a surplus of 34,000,000 bus.; the 1910 a surplus of 22,000,000; and they were the basis of the claims of the crop statisticians that the Government was running too high, a claim which the Census confirmed. The difference in the census year was slight, and following a surplus of the previous year would lend some credit to the idea that the invisible reserves had been drawn upon, but the past two years do not furnish such theory. The trade in every position knows that reserves this year were very small, and it was a matter of surprise that they turned out so large.

Somewhere since the census taking the machinery of accounting has gone out of gear, but just where it is hard to lay a finger upon. The puzzle presents several unsolved factors. The principal one is the possibility of an error in the acreage. It can be said about the relative figures of the Census

and the Agricultural Department that wherever there was any important difference it was large. In the two principal northwestern states, North Dakota showed an acreage gain of twice that reported by the Agricultural Department in the census period. If it has been continuing the increase in the same proportion, it should have harvested 10,600,000 acres last year, instead of 9,150,000, and added, with the small per acre production, 9,000,000 more bushels to the total. The previous year it would have added, with the almost barren harvest, 4,000,000 bushels. If Washington maintained the decade's growth, it would have added 6,000,000 bushels to the shortage last year, half as much the previous year. On the other hand, Minnesota on the decade's tendency would have shown 10,000,000 bushels less last year. In the winter wheat region, the three states of Ohio, Indiana and Illinois, on a continuation of the wheat growing increase, would have had 15,000,000 bushels more to their joint account. There is in the above important states a suggestion of 20,000,000 bushels shortage. There are other states with proportional differences both ways.

The question arises, Did the statisticians of the Bureau act wisely in not following the ten years' average tendencies of the wheat acreage? In the case of the states of large unimproved acreage, it would look as if an error was made. Why should not North Dakota be given a continuation of its big acreage development in wheat? Why should the Bureau accept the North Dakota census figures for 1909 and add thereto the annual average increase reported by its correspondents and reject the returns on Minnesota by arbitrarily giving it 700,000 acres more than the Census showed and maintaining it an increasing tendency?

There has been an evident intention in the revision given in the December numbers of the *Crop Reporter* to spread the differences as easily as possible and thus approach the Census figures without too much violence. Checking one against the other, there is very little change in the actual figures based on the Census, except in the states named. It would seem proper to have continued the percentage increases of the states of big gains; for if the Bureau was wrong over a ten-year period, why should it assume to be right over a two- or three-year period in its annual average changes?

If such a method had been followed, the crop outturn would have shown a closer approximation to the actual results than on the above or any other basis of arbitrary consumption. If the Bureau by special investigation was sure of its acreage changes since the Census returns were gathered, then the puzzle slips into new ground. Where has the yield exceeded the average returns of the correspondents in the past two years? Either the country had an average of 2,000,000 more acres in the past two years or the yield was approximately one bushel per acre larger than that reported.

As to the location of the error, we get some light by the daily receipts at the Northwestern markets. So far in the crop year, the receipts of spring wheat have been 75 per cent of the reported crop, compared with 55 per cent of the previous year. This would show that the trouble is in that section of the country; that North Dakota and perhaps South Dakota have either had a larger yield or a larger acreage; the figures, inasmuch as there can be no separation of the shipping origin, also confirm the Bureau in the retention of a larger acreage in Minnesota. To some extent the opening of new lands in Montana figure in an increased acreage. There has been a very large influx of farmers to that state, a very large increase in the elevators erected in the past three years, which do not appear to be reasonable with a total acreage of 525,000. One would be justified in crediting Montana with a 1,000,000 acres of wheat land, if not more.

The main source of the trouble seems to be in the lack of governmental knowledge as to the opening of new lands in the Dakotas and Montana. I believe the trouble is entirely in that section. Two years' deficit in the supply figures, but not in the supply itself, seems to me sufficient to attract the attention of the grain and milling trade to a manifest error in the Government figures. I am not disposed to ridicule the discrepancy as the *Saturday Evening Post* has been doing in recent editorials, in pointing out the Census and Bureau's figures, but rather in a spirit of suggestion that the Department give special attention to the new wheat fields of the Northwest, or that the state authorities in that section, who have been notoriously slow in getting facts, should set the matter straight. The acreage variation can not be settled by a Census count before 1914; and in the meantime, if the present discrepency continues, we shall be as badly behind the actual as in the latter 'nineties, when the figures ran from 100,000,000 to 200,000,000 bushels a year behind known distribution.

Some of our Kansas friends may point out the difference of 600,000 between that state's figures and those of the Bureau, as accounting for 9,000,000 or 10,000,000 bushels a year; but as the Census returned 5,974,000 acres in 1909, when the Bureau made it 6,055,000 and the state assessors 6,450,000, I am inclined to think that the assessors' figures are none too reliable.

Another answer for the difference would be that the people have reduced their wheat consumption from 5½ to 5¼ bushels per year and that might be the answer; for bread consumption might have been reduced along with other foodstuffs by the high cost of living. With the population increasing 22 per cent in ten years and all cereals 1.7 per cent, there has been some reduction in consumption.

SYMPTOMS OF PELLAGRA.

A good deal has appeared about Pellagra in these columns in the past, and the disease is still occupying much space in the secular papers. In Kentucky the disease appears to be spreading, especially in asylums and other state institutions. In Europe, Italy, Transylvania, the Austrian Tyrol and the Asturias seem to be the center of the disease and the causes of it are being investigated by a Field Commission from London.

Dr. Evans, formerly president of the Chicago Board of Health, stated in a recent article that very few doctors in the northern part of the United States have learned to recognize Pellagra, though the Southern doctors have learned to diagnose it. Most cases begin with a persisting heartburn, followed by diarrhœa. At the same time the gums and mouth get red and sore, the tongue is very red and splotchy, and the face of the person affected appears sunburned. The patient begins to lose weight, is blue and melancholy, and thinks that his friends do not treat him right and his family are going back on him. Any one afflicted with the first two symptoms should see a doctor immediately. The eruption is often mistaken for sunburn; but when it occurs out of season, and when the patient has not been exposed enough to account for it, it should arouse suspicion.

Meanwhile the stories of spoiled corn go the rounds of the press, despite the opinion of Dr. Sambon, the noted investigator of this disease, that corn has nothing to do with it. One Kentucky newspaper came out with the startling information that 90 per cent of the people afflicted with Pellagra in the state institutions ate corn meal. Better than that, 100 per cent of them drink water. But as for the corn, probably every one of them ate it with "hawg," and for downright cussedness in a stomach, nothing can beat a little bad pork.

STAFFORD GRAIN COMPANY.

The premises shown in the picture are those of the Stafford Grain Company, of which W. C. Jacques is president, E. R. Jacques vice president and C. L. Stafford secretary-treasurer. They operate in both grain and seeds at Jamestown, Ind., their elevator having capacity for 30,000 bushels of grain besides ample floor room for seeds. The buildings are supplied with all machinery desirable or necessary for the business, which is all operated by steam power. The office is in the seeds house.

They carry feed and coal also, having proper buildings for housing the stock and for handling the trade, but these buildings are not shown in the picture.



PREMISES OF THE STAFFORD GRAIN CO., JAMESTOWN, IND.

They say no new grain had begun to move at July 20, date of their writing to us; but there was a good oats crop already made.

GRADES IN KANSAS.

Although state grain inspection in Kansas is practically non-existent, the state Grain Grading Commission met as usual this year to "establish grades" for the new crop. This perfunctory function took place, therefore, on July 30 at Topeka.

The Commission changed the wheat rules to allow 10 per cent of yellow berries in No. 2 dark hard wheat, against nothing hitherto. The word "variety," as it appears in the rules, was changed to "type," on the ground that "there are several types of the same variety of wheat" and the change is in the interest of clearness of the rule.

The Commission declined to adopt the dockage system. As none of the states of the Southwest has the dockage system in effect, the Commission expressed the belief that such a system in Kansas would operate against wheat on the market.

The members of the Commission who attended the meeting were J. G. Maxwell of McPherson, Thomas Page of Topeka and A. T. Rodgers of Beloit. D. L. Gordon, state grain inspector, also attended.

The New York Experiment Station reports that several samples of sulphured oats were submitted for test as seed. The germination tests showed 14 per cent of live seeds in one sample, 1 per cent in another, and all dead seeds in two others. The Bulletin report says: "Bleaching when properly

done probably does not injure oats for feeding and may not reduce viability, but particularly bright looking seed should be given a germination test before it is used."

THE WORD "CHOICE" IN TRADE

A correspondent of the New York Journal of Commerce submits to that paper the following: A offers B goods (in our case dried beans), a car of choice hand-picked pea beans, subject to approval of sample. The sample is sent by A, but the quality is not approved by B, and A affirms that there is no sale, while B contends that A is holden for a car of choice hand-picked pea beans.

Reply—A is right. There is no sale in this case. What the seller undertook to do was to furnish choice beans subject to the buyer's approval of a sample. The buyer refused to approve the sample submitted, and he now claims that it was not a sample of choice beans and that the seller is bound to submit such a sample and then, upon the buyer's approval, supply the goods. The difficulty in this position is that there is no precise legal definition of the word "choice." The seller chose to call his beans choice beans, as he had a clear right to do, and he agreed to sell and deliver such beans to the buyer if he approved the sample. The buyer did not like the sample and that was the end of the matter. Every seller is allowed to praise his goods, to call them "choice," "fine," "good," "splendid," etc. The buyer is supposed to understand that is mere seller's talk and to demand either a specific description or a sample before buying.

H. D. EINHART.

In Toledo, in the inspection department conducted by the Produce Exchange and over which Ed. H. Culver has presided as chief for so many years, the theory and the practice of promotion and tenure of office by the merit system obtains. Therefore, when Samuel A. Holder retired from the de-



H. D. EINHART.

partment to become chief grain inspector at Indianapolis, H. D. Einhart, in recognition of his past services and his ability and fitness for the position, was, on initiative of Inspector Culver, appointed by the Produce Exchange authorities to be first assistant. Mr. Einhart entered the service in 1899 as a sampler, from which he was advanced by Chief Culver in 1901 to be deputy inspector. He has therefore sounded the entire gamut of the department service and has "made good" at each advance.

Be careful in buying low grades. Quality of wheat crop near here promises to be poor. There will be a scarcity of good. This will probably make the discount on lower grades larger than last season. Don't accept bids for two red against low grades. Buy with profit in sight.—C. A. King & Co.

McCUMBER BILL REPORTED.

The Senate committee on agriculture on July 26 favorably reported the McCumber grain inspection bill. It is not expected to pass, at least not now, but its purpose is to have the Government establish standard grades and take over the inspection of grain at Minneapolis, Duluth, Portland, Me., Boston, Philadelphia, Baltimore, Chicago, Superior, Kansas City, St. Louis, New Orleans, Seattle, Tacoma, San Francisco, and such other centers of interstate trade as the Secretary of Agriculture may deem necessary. In substance the bill is as follows:

It directs the Secretary of Agriculture to organize in the Bureau of Plant Industry a section of grain inspection and grading and to appoint experts and others as may be necessary. He is also to appoint under civil service law at specified places and at others as he may deem necessary a chief grain inspector and such assistants as may be required to inspect and grade grain. The section relating to this subject, however, contains the following proviso:

"That said Secretary may appoint a chief or deputy inspector at such important point of interstate grain trade as shall furnish sufficient inspection service to fully pay the expenses of maintaining an inspection at such point where the said Secretary is assured that the grain trade interests at such point are desirous of securing Federal inspection. But in no case shall such inspector inspect or grade such interstate grain, except upon request of the owner thereof or his agent. The inspectors are to be paid a salary fixed by the Secretary, and the latter is to make all needful rules and regulations."

Section 5 reads as follows: "That the Secretary of Agriculture be, and he is hereby, authorized to fix, according to such standards as he may provide, such classifications and grading of wheat, flax, corn, rye, oats, barley and other grains as in his judgment the usages of trade may warrant and permit. In the inauguration of the work herein provided he may, if in his judgment the best interest of trade and commerce in said grains require it, adopt the standards of classification and grades now recognized by commercial usages or established by the laws of any state or by boards of trade or chambers of commerce, and may modify or change such classifications or grades from time to time as in his judgment shall be for the best interest of interstate and export grain trade."

In section 8 it is made the duty of the railroad company, etc., to notify the chief grain inspector at the place of destination of any consignment of grain within twenty-four hours after arrival that a shipment, cargo, or load of grain is at hand. The duty of the inspectors is to inspect and grade all grain which has been shipped from any other state, territory or country and to collect from the owner such fees for the inspection of the grain as may be fixed by the Secretary of Agriculture.

Sections 13, 14 and 15 contain provisions which have been somewhat altered, as compared with the original draft of the bill, and are as follows:

"Sec. 13. That the shipment or consignment of any grain aforesaid from any of the places mentioned herein to another state or foreign country without the same being inspected and graded as herein provided is hereby prohibited; but where grain has once been inspected hereunder, and remains unmixed with other grain the same need not be reinspected at the place from which it is exported: provided, however, that said Secretary may, in his discretion, reinspect any cargo of such grain before the same is exported.

"Sec. 14. That it shall be the duty of the inspectors and assistants to investigate the handling and weighing of grain inspected by them, and to make such report thereon as the said Secretary may require; and it shall be the duty of every person or corporation weighing such grain to allow inspection of such weighing and handling by said inspectors.

"Sec. 15. That any person or corporation who wilfully does any act prohibited herein or who wilfully refuses or neglects to do or perform the things required of him under the provisions of this act, shall be deemed guilty of a misdemeanor, and upon conviction thereof shall be punished by a fine in a sum not to exceed $5,000."

It shall also be the duty of the inspectors and assistants to inspect and grade "samples" of grain and seeds when received for inspection and grading at any of the places named herein, and the inspector shall make a report specifying the grade and transmit the same to the owner or sender of seed sample of grain.

GONE WITH A BAD RECORD.

Harry Wickham of the Wickham Grain Co. of Salina, Kan., disappeared on July 15 after cashing a certified check in Kansas City. Subsequent investigation into his affairs at Salina caused a statement to be made that he had secured more than $8,000 from the Traders State Bank of Salina, the Missouri Pacific, the Union Pacific and the Santa Fe Railway Companies by means of alleged forged bills of lading for grain which had been diverted from its original destination.

Recently the Salina bank called on Wickham for an annual statement and he gave to balance his accounts seven bills of lading with sight drafts on the Globe Milling Co. of Los Angeles. The drafts were returned, but in the meantime Wickham had disappeared.

Wickham was at one time the cashier in one of the packing houses in Kansas City, returning to Salina, where he was born and raised, about six years ago.

ROBERT C GRIER, DECEASED.

Robert C. Grier, who had been a resident of Peoria and prominent there as a business man for almost sixty years, died at his home early in the morning of July 12, after an illness covering a period of more than five years, the immediate cause



THE LATE ROBERT C. GRIER.

of death having been a stroke of apoplexy. He was seventy-seven years old, less one day. He is survived by his widow (who was Caroline King of St. Louis, married in 1865), two daughters, one sister and a brother, T. A. Grier, head of the grain commission house of T. A. Grier & Co., Peoria.

Robert Cooley Grier was born in Pennsylvania, the son of a family long residents of the old "Keystone State" and prominent in its political and social affairs during the Colonial, Revolutionary and later periods of the state's history. At nineteen Mr. Grier came west to get his collegiate education; and on graduating from the University of Michigan in 1854 proceeded at once to Peoria to enter into the grain business. He was actively engaged in that line during the remainder of his career. He was the second president of the Board of Trade, of which he was one of the founders, and from 1890 to 1907 was secretary of the Board, retiring in the last named year, his health, it is said, having been impaired by the shock of the death of his son, Wyllys King Grier.

From the day he became a citizen of Peoria until his permanent retirement Mr. Grier was a conspicuous factor in the growth and welfare of Peoria. He saw in his mind's eye its then future commercial greatness, and joined his brother, Gen. Grier, in the work of its development as a grain market by building the first grain elevator of the city. Later he took part in the organization of the Board of Trade. Outside of his own immediate interests, his energies found an outlet in other work of use and benefit to Peoria as a community. He was one of a little group which founded the first library in Peoria, known as the Mercantile Library, and later took part in organizing the present public library. He was also a promoter and stockholder in the National Hotel Company; and in many other ways his influence and example were beneficial to the business and social life of the city.

On the morning of Mr. Grier's death, the Board of Trade suspended its business to adopt the following tribute of respect, reported by a special committee appointed for that purpose, consisting of P. B. Miles, J. M. Quinn, A. G. Tyng, J. Wachenheimer and W. T. Cornelison:

The members of the Peoria Board of Trade learn with deep regret of the death of Mr. Robert C. Grier, who passed away at his home on Moss Avenue, July 12, 1912, after a long illness. In the death of Mr.

Grier many of the members of the Board feel a real personal loss and all great respect for his character and standing.

Mr. Grier came to Peoria as a very young man, and soon became actively interested in the growth and prosperity of Peoria. A man of good education, upright character, courteous manner and pleasing address, together with many qualities of leadership, he soon became an active force in the community.

He was one of the charter members of the Peoria Board of Trade organized in 1869. He was second president of the Board, and did much to make the Peoria Board of Trade the leading commercial organization of the state of Illinois outside of Chicago. Mr. Grier was senior member of the firm of Grier & Co. which was one of the prominent grain firms of the country and one of the pioneer firms in this territory.

In addition to his interest in the Peoria Board of Trade and the building up of the grain trade on a firm and sure foundation, he was interested in the church, the school, the public library; indeed, he stood for a high standard of citizenship.

Mr. Grier was secretary of the Peoria Board of Trade for seventeen years. He was an able, energetic, honest and capable official. We deeply mourn his loss and tender our heartfelt sympathy to his wife, his children and to all his relatives.

CROP IMPROVEMENT WORK.

It is quite beyond the limits of our space to here keep up with the work of crop improvement proponents; for that work is developing with really amazing rapidity, like a rolling ball in damp snow. But here are a few items culled out of a day's mail from the Crop Improvement Committee:

Bankers of twenty-five states at a recent meeting in Minneapolis took up the matter of assisting scientific agriculture throughout the country. J. C. F. Merrill and J. C. Murray of the Council of Grain Exchanges sent a message to the convention explaining the work of the Council. B. F. Harris of Champaign, Ill., and other bankers told of the work of the Crop Improvement Committee in their respective districts, the idea of the speakers being to harmonize the work of the various agricultural associations and the government and state agricultural departments.

The various development associations and agricultural leaders of Minnesota have adopted the county unit plan of the Crop Improvement Committee and are working in conjunction with the professors of the State Agricultural College in further scientific farming. A state leader has recently been appointed. Thomas Cooper has been named as the state leader in North Dakota, and there are already twenty-five agricultural workers in the field.

The Crop Improvement Committee has received applications from over two hundred counties in the Northern states for country agriculturists. The number of agriculturists appointed to date is: New York, 4; Pennsylvania, 3; New Jersey, 2; Delaware, 1; Michigan, 1; Illinois, 3; Iowa, 2; Wisconsin, 3; North Dakota, 25; South Dakota, 1; Nebraska, 1; Kansas, 1; Missouri, 2. Fifty-five other counties are raising funds and will make application for agriculturists.

The number of newspapers using the plate service of the Crop Improvement Committee is fifty or more in each state. It is estimated that these agricultural pages are placed in the hands of over 3,000,000 farmers.

Secretary Ball of the Crop Improvement Committee has been invited to address the Central Association of Commercial Secretaries on "The Inseparable City and Country."

H. E. Krueger of the Crop Improvement Committee has begun the work of addressing farmers of twenty-seven counties in Michigan on rye culture and winter wheat. An attempt will be made to organize an experiment association in Michigan to be similar to the Wisconsin Experiment Association. The work of such association is explained by Mr. Krueger at the end of each address. H. L. Goemann and other rye specialists of Toledo have contributed largely to this work.

An agricultural association is being organized in four counties around Colorado Springs, Colo., which will take up the work of the Crop Improvement Committee. Secretary Ball will address the meeting called to complete the organization.

In view of the large grain crop of North Dakota the Railroad Commission has urged all elevator companies to make application at once for their licenses and bonds to cover as provided by law, including the houses not open last year.

NEW POSTMISTRESS AT BERNE, IND.

The good citizens of Berne, Ind., have had, since July 13, 1912, and for the future will have, their mail handled by postmistress Mrs. Anna Egly. Mrs. Egly is the wife of C. G. Egly of the Egly-Doan Elevator Co. of Fort Wayne, and it was through her husband she received the appointment. Mr. Egly is the Republican county chairman and has been precinct committeeman of Berne since 1902. He has been in line for the postmastership of Berne for about four years and in order that he might not be compelled to resign his office as county chairman, nor to sacrifice his business at Fort Wayne, he asked the post office department at Wasnington to issue his commission as postmaster in his wife's name and make her postmistress of Berne, which was done.

Mrs. Egly is a capable woman, as becomes the wife of so well-known and popular a grain man as



MRS. C. G. EGLY.

Mr. Egly; and the people of Berne are to be congratulated on the new regime on which they have entered.

CANADIAN TOUGH WHEAT PROBLEM.

During the last week of July there were in the railroad yards at Fort William and Port Arthur no less than 1,200 cars, or about 1,200,000 bus., of tough wheat of crop of 1911, some of it having stood there since April last. The owners had urged the government elevator management to obtain the use of the Armour floating drier on the Helena; but that facility was not obtainable until late in July, when it began drying at the rate of 50,000 per day, before which much of the grain was lost. The Western owners attribute the loss to the refusal of Ontario to endorse the reciprocity agreement which would have opened a market for this grain in the states.

For the coming season the Dominion Grain Commission proposes to provide facilities for speedier drying of tough grain; and with this end in view, the Commission at Winnipeg announced its purpose to allow the re-elevation of grain, as many of the terminal elevators refuse to take damaged grain out of the cars unless they are allowed to treat it to prevent deterioration. Further, in order to facilitate the treatment of damaged grain in the new elevator to be erected at once in Port Arthur south of Thunder Bay, it is the intention of the government to install a drying plant with a capacity of 2,000 bushels per hour.

The following rules have been made by the Commission with regard to fees and handling of damaged grain hereafter:

All tough, damp, wet, condemned or heating grain will be accepted entirely at owner's risk, for storage and drying, until the same can be dried.

Re-elevation, when ordered by the inspector, will be charged for at the rate of ½ cent for three elevations.

All grain, such as specified above, will be handled at owner's risk, and will be subject to ½ cent for three elevations, when ordered by the inspector. The charges will follow the ownership of the grain, and all elevations over the first three will be at the same rate.

The shrinkage for the first re-elevation will be one-half of 1 per cent, and one-quarter of 1 per cent for each elevation thereafter.

The Commission expects any person who is opposed to having his grain treated in the manner outlined to telegraph the Grain Commissioners immediately, and to notify all railways and terminal elevators of his wishes.

[Special Correspondence.]

COL. EDWARD L. ROGERS.

BY E. R. SIEWERS.

The sudden passing away of this well known member of the hay and grain trade, in his seventieth year, was indeed a shock to the business men in general of Philadelphia, as Col. Edward L. Rogers for nearly a half century had been identified with those interests represented there, and he was known as one of the most affable and approachable members of the Commercial Exchange, with which he was identified for upwards of nearly half a century. Very firm in his convictions when right, an able thinker and active doer, Col. Rogers was at all times one of the most conspicuous men on the grain floor. While he had not been feeling as well as usual for some time past, his congenial disposition kept his immediate friends from knowing the true inwardness of his condition. He was a busy man almost up to the time of his death, and while taking a stroll on the board walk at Ocean City, N. J., where he had a cottage for the summer, he was suddenly stricken with heart failure, and being alone, expired before any medical aid could be reached.

Col. Rogers was one of the most popular men on 'Change with the newspaper fraternity, always willing to entertain and assist the reportorial branch in every way possible. He was thoroughly equipped and ever ready to converse on every subject, and was always sought out as one of the leaders among the grain men of Philadelphia. Some years ago he incorporated his extensive business by taking in his associates and working help, including his son, Charles M. Rogers, H. C. McIntyre and Norwood P. Holland, the latter having in charge the extensive hay business of the firm of E. L. Rogers & Co. The son now becomes the senior member of the firm, which has a capitalization of $80,000.

Col. Rogers was chairman of the joint hay and grain committee which made its report at the nineteenth annual convention of the National Hay Association, in July, on the day following his death. He was president of the Commercial Exchange during 1894-5 and was the leading spirit in the movement which brought this organization from its antiquated quarters in the old Chamber of Commerce Building on Second Street below Chestnut up to its present home in the commodious and modern Bourse Building. Taking out a membership in 1865, he served as director and on all of the important committees of the Exchange; was an official delegate to the National Board of Trade and to other active trade organizations; and was president of the National Hay Association during 1897-1898.

Col. Rogers was born near Mount Holly, N. J., in 1844, and went to Philadelphia at the age of twenty years, after concluding creditably a course in the schools of his vicinity. In 1869 he married the daughter of the late John H. McIlvain, a prominent lumberman of this city, and is survived by two daughters and a son, Charles M. Rogers, who is now the head of the firm. He was a director of one of the old time banking institutions of the city and was at all times prominent in the business and financial circles of the Quaker City.

The movement of the 1912 grain crop to the Indianapolis market began on July 19 with the first new wheat—to Bert Boyd—a broken carload, soggy, shriveled, garlicy, and poor grade generally; worth about 85 cents a bushel.

[Special Correspondence.]

MALTESE GRAIN STORAGE.

BY ANON.

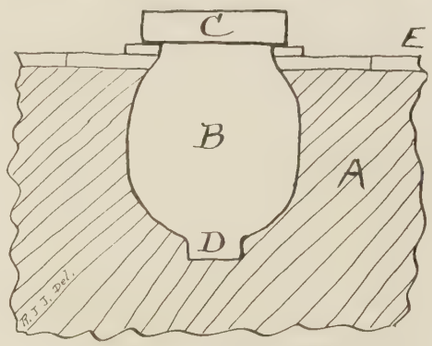
What a world of romantic story the name "Malta" recalls! The navel of the Mediterranean, the three Maltese islands—Malta, Gozo and Comino—have been the focal point of the strategy of European sailors and politicians since man first began to navigate this ancient highway of the world's commerce. The Phoenicians, those first of recorded international merchants, are accredited with being the first to plant a colony here to form a naval station midway between Tyre and the Pillars of Hercules—1,400 years before Christ. Seven hundred years later came the Greeks and after them two hundred years the Carthagenians, followed by the Romans; perhaps then by the Goths and Vandals, surely by the Arabs, the Normans and the militant Spanish kings, from whom at the Pope's command the Knights of St. John took title in 1530, holding it as the possession of the order until 1798, when the last of the Grand Masters, Ferdinand De Hompesch, yielded to the armies of Napoleon I. The French surrendered possession to the English in 1801, a cession that was confirmed by the treaty of Paris of 1814. Think of this long procession of the "pomp and circumstance of glorious war" that has filed past the grand harbor of Malta, stopping from time to time to add to the tale and the tales of heroes, named and unnamed, whose deeds are Malta's crown of military glory!



CHURCH OF ST. PUBLIO WITH CAPS OF GRAIN SILOS SEEN IN THE PLAZA.

The remains of Malta's past are numerous and characteristic; but none more so perhaps than the strange granaries that, we know not how many generations, have housed and preserved the grain that has fed the Maltese alike in time of siege and in time of profound peace. These are the so called "fosses," located in the public square faced by the church of St. Publio, the first Bishop of Malta, said to have been ordained by St. Paul himself, who, it will be remembered, was shipwrecked here in the year 58 in the bay which to this day bears his name. Paul, the sacred story tells us, lodged three days in the house of "the chief man of the island, whose name was Publius," whom he also healed of a "fever and a bloody flux," as he did others "which had diseases." The covers of these granaries, which the English call "fosses," or "silos," can be seen in the picture. There are eighty of them in this place, the capacity of which runs from 800 to 4,000 bushels each. The diagram shows the method of construction and their shape, being hollowed out of the solid rock A and shaped like B, the stone cap C being hermetically sealed when the silo is full of grain. Before filling the silo a thick layer of straw is placed in the depression D and likewise is built up against the side wall as the wheat is filled in to prevent the grain touching the stone. The pavement E around the stone cap is then very carefully cemented to prevent rain moisture leaking into the silos through the rock.

The cost of storing the grain in these silos is 3 cents per quarter of eight bushels, for one day or for an indefinite period. This one would say is not a very expensive way of storing grain; but when the cost of filling and emptying the granary is taken into account, the process cannot be an economical one, as the most primitive means are employed for doing the work, as will be seen in the picture entitled "Discharging the Granaries." This becomes the more apparent when it is remembered that the "silos" are located at some distance from the nearest of the several mills making flour for the Maltese. As the expense of cartage is heavy, the millers recently began to provide storage houses for their grain on their own premises. Some of the wheat is



PROFILE OF A SILO.

locally grown, but is of inferior quality, resembling the starchy Egyptian wheat. Agricultural methods are very crude, and the implements are those of antiquity—wooden plow drawn by oxen, which later on tread out the grain. The deficiency of grain is made up by imports from Russia and the United States (in some years). The import duty is 30 cents a bushel. The grain can, however, be put into these granaries (of which there are all told several hundred in the islands of Malta and Gozo) and held there in bond, the duty being paid as the grain is taken out. One of the pictures shows the process of emptying a "silo" with the government's revenue officer on hand to check the tale and collect the duty.



VIEW OF GRAIN SILO—DISCHARGING GRAIN FOR CONSUMPTION.

[From the Journal of Commerce.]

SETTLEMENT OF COMMERCIAL DISPUTES BY ARBITRATION.

AN ARBITRATION COURT CHARTERED BY THE STATE AND CONDUCTED BY THE PRODUCE EXCHANGE.

BY FRANK A. FERRIS,
Chairman Arbitration Committee, New York Produce Exchange.

The settlement of differences in wide variety by the judgment of arbitrators is now so much before the public it would seem worth while for men in the field of finance and commerce to be quite familiar with an arbitration court in this city, specifically chartered by the State of New York and in continuous operation for half a century, and during this long term not one of its awards has been contested. Indeed, men of affairs generally should have a practical knowledge of this tribunal for the settlement of questions of commercial equity and duty so generously at command of the commercial world at home or abroad.

Business men offer small criticism of our judges, nor do they question their general fairness and skill, but they fear the intolerable delay in reaching a settlement of their disagreements "by due process of law," and they dread the indefinitely large expense accruing. But there is a real distrust, as Counselor William B. Ellison pointedly suggests, of the intelligence and ability of the average jury in our day to understand or declare the equities in a commercial case.

Following each annual election in the New York Produce Exchange the board of managers selects an arbitration committee of five members, who thereupon take the oath of office. "Politics" have never entered into this choice. Men of experience are named from the leading lines of commerce represented in this Exchange. This secures breadth of experience and view and enables the committee as a whole to easily lay its hand on such commercial expert evidence as it may need in the investigation of any case. This committee is the sole judge of its procedure and of the evidence to be received. If witnesses furnished by those submitting a case is not in their judgment sufficient they may summon others or call experts from the membership to establish any commercial customs which have in time become the law of the land along business lines. All the provisions contained in Title 14, Part 3d, Chapter 8, of the Revised Statutes, and all acts amendatory or in substitution thereof, relating to issuing attachments to compel the attendance of witnesses, shall apply to proceedings had before the said arbitration committee. Other features of the scheme are worthy of note.

In the courts and before our own complaint committee the parties are "Complainant" and "Defendant." In passing into this department their difference can only come before the arbitration committee by their voluntary submission; and the common law, in order to intensify this voluntariness, allows either party to withdraw from a submission at any time in the progress of the hearing

until the arbitration committee begins its deliberations on the award. Hence the phraseology here changes, and the form of submission, which is solemnly signed, sealed and certified to, recites the case at issue as "submitted by J. S. & Co. and C. B. & Co." No personalities are allowed in the hearing. Improper motives may not be charged; courtesy rules. Everything tends from time of submission to remove personal feeling as an element in the case. Since the parties do not see from the same point of view and hence are unable to agree as to their respective rights, they submit the question of their equities to this committee, and when the matter is settled for them they may go on better friends than ever.

Cases ordinarily are determined at one sitting, and an award announced within twenty-four hours. The fees for one sitting of the full bench only amount to $25. Cases rarely consume more than two sessions.

This committee holds itself loyally at the service of its constituents, and, while its members arrange their affairs to be free on every Tuesday afternoon for a hearing if necessary, they respond to any commercial emergency on call. A few days since at 10 a. m., word came that a case of importance had just been submitted, in which questions of delivery, insurance, interest, demurrage, etc., were at issue, and the parties greatly desired the committee to hear the case that afternoon. By telephone the secretary reached each member and found the hearing could be undertaken at 3 p. m. The two representatives and six or eight witnesses were in attendance. The hearing lasted from 3 to 5 o'clock; the consideration of the award occupied fifteen minutes, so that in less than ten hours this case was submitted, called, heard and the award reached at a cost of $25. How will that do for "promptness and economy" in the administration of commercial law?

Must there not be a superior value in such a schooled board of arbitrators over what is known as "individual" or "rough-and-ready" arbitration? Men of equal intelligence, character and good intent can be found in great numbers. But if they have not had the opportunity of this commercial judicial training as to the principles of equity, the value of testimony, as to some technical skill in developing the facts of the case, and in dealing with human nature in such investigations can they usually furnish as satisfactory a tribunal?

I have known men of high intelligence, of thoroughly good principle and of the best intentions and of broad general experience easily confused here, finding it quite beyond their power to collate and analyze evidence, to give impartial hearing to both sides or to reach a satisfactory award simply from lack of technical training by experience in this special and delicate work.

This Exchange has long pursued the policy of educating its arbitration board, and, while steadily introducing new blood, always having a majority of men who have gained by experience the power to skillfully arbitrate. The secretary of the Produce Exchange is ready on application to extend full information to any men of commerce desiring arbitration service at the hands of our committee.

It is open to appeal from commercial houses the world over. For the last fifty years our arbitration court has been held to have jurisdiction in any purely commercial cases voluntarily submitted to it, provided the committee considered their hearing of the issue would further the ends of commercial equity and business-like methods. Its service can never be invoked merely as a debt collection agency.

Since 1900 not more than one-third of the cases heard have been confined to members of the Exchange. The other two-thirds have been between members and non-members or between parties entirely outside of membership. Within the present year a question has been raised by counsel as to the limitation of this authority, hence on our application the Legislature of New York promptly passed an amendment to our charter declaring the largest scope to this beneficent work among commercial men. As amended our charter reads:

"It shall be the duty of said arbitration committee to hear and decide any controversy which may arise between the members of the said Exchange or any person claiming by, through or under them and as may be voluntarily submitted to said committee for arbitration; the said committee may also and it is hereby given power to hear and decide any controversy, in which any party thereto is an individual, co-partnership, joint stock association or corporation, where the parties to the controversy are engaged in business, and where the controversy is voluntarily submitted to said committee for arbitration, whether or not the parties to the controversy are members of said Exchange."

Hereafter there can be no doubt as to the authority of this board to pass upon matters presenting cases of commercial responsibility and equity, even though the submittors may dwell on opposite sides of the world. The Exchange and its arbitration committee have been intensely interested in this matter, for they are all proud of the high and beneficent service offered to the commercial world outside of the circle of their own membership.

E. C. EIKENBERRY, TRUSTEE.

E. C. Eikenberry of Camden, Ohio, a gentleman generally known to the grain trade of Ohio as a man of ability and fine personal character, was on



E. C. EIKENBERRY

July 27 appointed a trustee of Ohio University at Athens by Governor Judson Harmon.

Mr. Eikenberry, who was born near West Alexandria, O., on November 21, 1868, and was raised on a farm and is an alumnus of Ohio University, of which he is now trustee, an honor much sought for by the alumni of all universities. On his graduation Mr. Eikenberry taught school for a time, resigning the superintendency of the schools of Trenton, Ohio, in 1895 to become assistant cashier of the Commercial Bank of Camden. He has been interested in banking since, and is now vice-president of the First National Bank of Camden.

He entered the grain business in 1897 as manager of the Camden Elevator Co. With his brother Cnarles he in 1902 organized The Payne & Eikenberry Co., of which he is secretary. The firm owns and operates two elevators at Camden, one at Collinsville, and the feed and flour warehouse at Hamilton.

Mr. Eikenberry has served as member of the governing board and vice-president of the Ohio Grain Dealers' Association, and became president on January 22, 1912, through the death of President Miller. He was elected president at the annual meeting in June last.

The Eaton (O.) *Democrat* says of this appointment: "The appointment is for life, and is an honor greatly sought and appreciated by graduates of the university. Considering the distance of the university from this county, the fact that the Governor came clear across the state to make the appointment is a strong testimonial for the recipient of the honor. The *Democrat* congratulates both the Governor and Mr. Eikenberry, the former because of his judgment in selecting so good a man for the place and the latter for being so fortunate as to receive such a coveted position."

[For the "American Elevator and Grain Trade."]

LABOR-SAVING IMPROVEMENTS.

BY L. C. BREED.

In going about the country, one is quite often impressed with the singular inattention shown by some grain men and millers to labor-saving appliances and arrangements, in contrast with the premises of up-to-date men in these lines of business. Probably in some cases it is sheer indifference and in others owing to the fact that they have never seen a storehouse equipped with modern conveniences. As time is money, the cost of these appliances is a wise investment, and it would be well if many grain dealers and millers who need to introduce improvements of this kind should look into the matter.

The ideal loading place is where the platform is on a level with the body of a wagon, and preferably where it is built inside of the building. If this protection from the weather is not practicable of being secured, then the next best thing is a wooden awning or covering outside overhead of the doorway and projecting far enough to meet the wagon.

Only those who have installed them are aware what a labor-saving thing a small hoist is, which is operated like a derrick and is set on the platform. Polished planks for slides are another convenience for quick and easy loading.

In many cases the driveway in wet weather is usually in bad condition, and this makes hauling more difficult. It would pay to spend a little money for a concrete driveway, since once done it will last a lifetime.

It is quite common to see wagons and various articles left out of doors and exposed to the weather. Certainly this is a mistake, since the injury which any kind of property sustains through this neglect is far greater than the cost of providing shelter for it.

In some instances one may note a man carrying, one by one, bags of stuff on his shoulder, when if he had a truck he might wheel several at a time with less labor and loss of time.

It pays to have quite an assortment of tools for making repairs. "A stitch in time saves nine." It is often the case that it is a long way to the village and when a trip can be saved by a little work with the right tools, it is not only very convenient but cheaper to do it yourself.

DEATH OF JOHN C. FEARS.

John C. Fears, well known in St. Louis, New Orleans and Baltimore, as grain inspector, elevator operator and grain merchant, died at his home in St. Louis on July 18 after an illness of about two years. He was sixty-four years old. He is survived by his widow, Mrs. Amelia A. Fears, and four children Edgar P., John C., Jr., Miss Mary C. and Robert D. Fears.

Born in Harris County, Ga., Mr. Fears went to St Louis in 1872, where he became a member of the first official grain inspection force organized in that city by the Merchants' Exchange. After many years of this service, he became an operator of grain elevators in the same city, where he resided up to 1896, when he went to New Orleans as manager of the Illinois Central elevator system of that city. He returned to St. Louis in 1908, but almost immediately thereafter went to Baltimore, where he was connected with an exporting house. His health began to fail in 1910 and he returned to St. Louis, where his family had continued to reside.

New Orleans in July exported 1,164 bushels of wheat, 8,118 of oats and 228,928 of corn, all to Latin America.

[For the "American Elevator and Grain Trade."]

CONSERVATION OF OUR RESOUCES.

ECONOMIC IMPORTANCE OF PRESERVING THE FERTILITY OF THE ARABLE LANDS AND THE FORESTS.

BY JULIAN KUNE.

Within the last decade or two, the conservation of our national resources has been frequently agitated, both in and out of the legislative halls of the several states as well as in the Congress of the United States; conventions have been held, attended by some of our most eminent advocates of the conservation of our national resources; books and numerous magazine articles have been written by eminent writers and statesmen, giving their best thoughts to the subject. All these things point to the fact that the time has arrived when the conservation of the nation's resources should engage the attention of every well-wisher for the prosperity, both present and future, of the nation. Not very many years will go by before the United States, which now is a very large exporter of life supporting cereals and products of the forest, will become an importer, unless we change our methods of farming and display more economy in managing our vast resources.

It is not so very long since our national resources were understood to refer mainly to our arable lands and vast forests; but by the light which the great inventions of this age has thrown upon our national industry, we see that many other things are comprised within the meaning of the term, "our national resources." These facts were discerned more quickly by private individuals and corporations than by the governments of the various states and that of the United States; and the boomer took advantage of their investigations' revelations and quietly appropriated for their own benefit vast national wealth, which should have been preserved for the benefit of all the people.

While through this avaricious "grabbing" system much has been lost to the people, it is not too late to save a large portion of our natural wealth from private exploitation. The Congress must, however, act and not merely theorize. "Conserve and preserve for the benefit of the people and their descendants," should be the shibboleth of all political parties; all other issues should be pushed to the rear.

While politically and commercially the United States has been a shining example to the rest of the world, the nation economically has been the reverse; for as a people we have not only been wasteful but have neglected to conserve the immense resources with which the nation was blessed. Millions of acres of land have been recklessly given away to corporations, where the returns were entirely out of proportion to the vast gifts conferred. Only within a comparatively short time has the nation began to realize that to continue to do business in this profligate manner would bring disaster and bankruptcy in its wake. But as it often has happened when a crisis in a nation's life is most acute, a reaction is brought about at the instigation of some disinterested and patriotic statesmen, who strive to make a halt to the life-destroying political disease. It took time and much agitation to create a sentiment for checking the profligacy of the nation, but I believe that it is now in a fair way to use the proper means by which to preserve for the people all the national resources which rapacious corporations and individuals have left to it.

THE CONSERVATION OF THE SOIL.

As our nation is very extensively engaged in agriculture, it is but natural that we should place the conservation of the soil ahead of every other of our many resources. In order to fully appreciate the magnitude of the nation's lands still unclaimed by individuals and corporations, I shall have to give some statistics: The United States, excluding its island possessions, has 1,900,000,000 acres of land; of which there are 950,000,000 acres suited for cultivation. Of these 873,729,000 acres are divided in farms, and 477,448,000 acres are improved farm lands, the remainder, about 1,000,000,000 acres, being untillable land. Of this vast quantity of untillable land, it is doubtful whether more than 100,000,000 acres can be reclaimed for farming purposes. The increase in improved farm lands during the last ten years was 15 per cent, while during the same period the increase in population was 21 per cent. Now, let us pause for a moment to think of the dire results which this nation may have to face should the same relative increase continue in productive lands and population. At the present rate of increase in population the United States in fifty years will have 200,000,000 of people to feed. How can we expect these to be fed unless we economize in the management of our land resources, and resort to more scientific and economical farming? I see no reason why our farmers should not get out of their soil as big a yield of grain as do Germans, Austrians and Englishmen. Our soil is comparatively virgin soil, while theirs has been under high cultivation for a thousand years or more. It is not true that the soil is exhausted by long cultivation, but of course it must be properly manured and scientifically treated.

While some forty-odd years ago, I was engaged with the Hon. C. W. Marsh in introducing his harvester into Europe, we came across many fields in Germany and Austria where the yield of wheat and rye averaged over fifty bushels to the acre, and where the growth was so thick that even an ordinary mower could not get into the field, but the scythe and the sickle had to be used in cutting the grain. I do not see why the yield could not be equaled in this country as well as across the water. Of course, the same system of intensive farming would have to be adopted.

As most of the desirable farm lands are practically taken up, the conservation of the soil suited for raising crops should be at once attended to: and there should be stringent laws that would restrict the possession of more than, say, one section of land to a family, if purchased, and not more than a quarter section, if pre-empted under existing or hereafter to be enacted laws. The aim of our state and Federal governments should be to prevent the formation of a landed aristocracy similar to those existing in the British Islands and other parts of Europe, such as in Austria-Hungary and Russia. In some of our near western agricultural states, the tendency towards the formation of a landed aristocracy is already discernible. Many of the rich farmers are leaving their farms to be taken care of by tenants while they retire to some nearby town or city to enjoy the fruits of their life-long toil. Meanwhile their farms are being neglected by the renters, who are bent upon drawing from the land merely their immediate wants and make no provision for renewals of fertility.

THE CONSERVATION OF OUR FORESTS.

Our forests occupy a most prominent part among our national resources. In our forests are to be found, aside from the wood they furnish, a large variety of by-products, which have become almost indispensable to the industries of the nation. But it is not this feature alone that makes our forests valuable; the influence which they exert on the climate of the country and upon the equal and continuous distribution of the necessary rainfall and moisture to make the soil tillable and productive is of vital importance. When we consider that it takes nearly a century to restore a forest which has been denuded in a few weeks, or at the outside a few months, we begin to realize how necessary it is to protect and to preserve them. It becomes evident that the cutting of timber on not merely our public forests, but on all other forests, whether owned by individuals or by corporations, should be regulated by law, the same as on the public domain. According to the opinion of some of our most eminent foresters, the production of wood and other by-products derived from our public forests will not be large enough to satisfy, even if managed most economically, more than a very small percentage of the country's demand a few years hence. They further tell us that the total annual increment of the forests of the country is less than one-third of the amount required annually by the people for use, and that the forest area under public management does not now exceed one-fourth of the forest area of the country. The amount of standing merchantable timber in the public forests is less than one-fifth of the total stumpage of the country, in spite of the fact that there has been but relatively little lumbering in the public forests.

If the above assertions are true, and we have no doubt that they are, as they emanate from men who have made forestry a life study, it should become at once incumbent upon the several state governments to devise means by which to regulate and preserve privately owned forests.

There are several methods of securing forest conservation.

First—State regulation of the privately owned forests as well as those belonging to the public domain. This method is almost universally in practice all over the European continent. In Hungary, if I remember rightly, a law regulating privately owned forests has been in force for nearly a century.

Second—State ownership, acquired by purchase of large tracts.

Third—The adoption by private owners of forests of sane forestry methods under the supervision and co-operation of the state, whereby the yield of timber is made perpetual. This last method has been adopted in many civilized countries and is found very satisfactory in practice and commercially profitable. No laws passed for the public welfare could be more justifiable.

There were efforts made by the United States Forest Service as far back as 1898 to co-operate with private owners of forest tracts, aggregating in the neighborhood of ten million acres, but not until within recent years have the various state governments taken the matter into serious consideration. There is no doubt that when the private owners of forests begin to see that it would be to their pecuniary advantage, as well as to the advantage of future generations, if the scientific management of forests were viewed from a humanitarian standpoint, they will be more willing to co-operate with the state forestry service, and they will willingly submit also to laws and regulations governing the preservation and perpetuation of our forests and timber supplies.

CANADIAN GRAIN COMMISSION.

The Grain Commission of Canada, recently appointed, has announced its policy, substantially as follows:

(1) Approves the terminal elevator leases by the Grain Growers' Association as "an important step in the right direction." The Commission will build and operate an elevator at Fort William of 3,500,000 bushels' capacity.

(2) The Commission is considering the practicability of having "sample markets" established at Fort William, Winnipeg and Calgary for September, 1913, provided the requisite facilities exist at these places.

(3) The Commission will protect the standards of Canadian grain inspection certificates, and may establish a laboratory in Winnipeg for testing grain as to milling and baking values. It is also preparing for an extensive use of the moisture test in regard to the corn.

(4) The Commission expects to have in operation by September, 1912, an office for the registration and cancellation of warehouse receipts.

(5) The Commission is giving attention to the advisability of proceeding at an early date with the construction of terminal facilities on the Pacific Coast and Hudson Bay.

The Commission on July 16 was authorized to buy from the C. P. Ry. an elevator site at Port Arthur and to enlarge the capacity of the elevator at Port Colborne from 800,000 to 2,000,000 bushels. J. A. Jamison, who constructed the elevator, will be asked to superintend the enlargement.

Portugal has by decree permitted the importation at reduced duty of 1,800,000 kilos of corn into the district of Ponta Delgada for local consumption only, the whole to be entered prior to September 30 next.

[Special Report.]

GRAIN DEALERS MEET AT TOLEDO.

An enthusiastic meeting of the Hay and Grain Producers' and Shippers' Association of Northwest Ohio was held at the Boody House, Toledo, on July 26. President W. T. Dolbey of Delphos called the meeting to order at 2 o'clock and expressed his pleasure at seeing so many dealers present. He said that as they were now in the barley and oat season, this would be the first topic taken up for general discussion.

BARLEY MOVEMENT.

J. G. McKillen of Buffalo *re* the barley situation said that conditions were so radically different from the ordinary that dealers should take great care in handling barley. The higher prices that have prevailed the past few years have drawn barley to market rapidly, and such barley is not of good quality. The good prices were due to the demand. Liberal supplies of Canadian barley have been brought in, and there are moderately good stocks of barley on hand. New barley will come in therefore with not a great demand. If shipped, it is also liable to arrive at destination in bad condition. If the dealer has to buy it now, he should buy it on a broad margin for self protection. He should, if possible, persuade the farmer to hold it until the latter part of August, when there will be more demand for it.

NEW OATS.

J. J. Rammacher of Buffalo said his attention had been largely called to oats with a wheat mixture. The discount upon this mixture would depend upon the demand, and it would be difficult to tell just what the discount would be. Good oats with a small percentage of wheat would not be discounted over a cent and a half a bushel.

H. T. Burns of Buffalo said the early arrivals of new oats would bring big premiums; and he advised dealers to consign them. If we had oats at Buffalo today, he said, we could get 50 cents f. o. b. your track. The high prices will of course depend upon the supply and demand.

D. W. McMillen of Van Wert spoke of the importance of buying off grade stuff on its merits and paying all that good grain is worth. All markets are inclined to be more severe with discounts on a declining than on an advancing market.

GIVE MILLERS THE WHEAT.

H. W. Fish of Mansfield, secretary of the Ohio Millers' State Association, said that in view of the short crop of wheat in Ohio the grain dealers should give the millers preference in making sales of that grain.

Earl Bear of Hicksville was also of the opinion that millers should be given the first preference as to wheat. It is the duty of the grain man to encourage the sale of Ohio made flour and to promote the success of the state milling industry.

W. E. Hazlewood, traveling passenger agent of the Norfolk & Western Railroad, told the dealers of the special train to be run on Septemebr 29 from Columbus and Cincinnati to Norfolk for the annual meeting of the Grain Dealers' National Association. A special sleeper, he said, would also be run from Lima to accommodate dealers in that territory.

SCALE INSPECTION RESULTS.

E. C. Brown, official scale inspector for the Association, made the following report:

We have been working on regular tour and inspection work since the first of the month. To date we have finished ten mills or elevators. During this time we built one 6-ton wagon scale, brought one 6-ton wagon scale to shop for general repairs and rebuilt same. The balance of the time has been taken up in light repairs on ground, adjustments, testing and sealing. We find the scales gone over to be of as heavy capacity as is necessary for this class of weighing, and all wagon and hopper scales to be of standard makes. The small scales are mostly of standard make, but in some plants they are using a second grade scale in this type.

On all wagon and hopper scales tested to date we have not found any that were correct, and in each instance the scale was losing money for the owner. In going over all scales of this type tested, the average loss to you is 1 per cent, which is a conservative figure. On data we have been able to get from members of your Association we find the average elevator handles about 10,000 bus. of wheat, 40,000 bus. of corn, and 50,000 bus. of oats. At the present prices this amounts to about $60,000 invested by each owner; and at the average we have found would mean a loss of $600 per year at each plant. The average cost of work done has been about $12.50 and with two inspections each year makes a cost of $25 per year for the first year. After we once get these scales in good weighing condition and correct, the total cost will be about $15 per year. This means a saving of at least $500 each year and the satisfaction of knowing that your weights are correct. This will place the members in a position to question any short weights sent back from terminal markets, and the loss involved in one shortage will cover all inspection charges for the year; and you will find that after the buyers learn of this inspection they will not question your weights and claim shortages as in the past.

Regarding the question of our man's authority in counties that have a county sealer, our instructions from the state department are to test every scale of members of your Association, whether it has been sealed by a county man or not. We want to work in connection with this man if possible to do so, but will not be influenced by any work that he has done. Our experience so far has been that each scale needs some work before it is in shape to test, and county sealers are not allowed to do this work. The state sealer instructed them at a meeting on July 16 not to do any work on scales if they are found to be wrong, as they were not scale mechanics and not competent to adjust any scale. We give you the same test that county men do, and then start in where they leave off and finish the work. Our man has full authority to place seals and to issue certificates of inspection, and will do so only when he has the scale in good working condition and weighing



NOT GOV. WOODROW WILSON, BUT WHO?

correctly. If he cannot put it in this shape at inspection, then he is competent to repair same and does so at once.

We now have our repair shop in operation at 210 E. Elm St., Lima, O., and are ready to do any repair work, and would advise members who know their small scales need general repairs to send them into the shop and they will receive a complete overhauling and be returned at once. This will save time and inspection charges, as scales can be sealed at the shop. We have a stock of repair parts at our shop and can replace any broken parts you may have at any time. In addition to this, we keep a set of test weights at shop for emergency cases, and can ship weights or repair parts same day that work is received and have a man on the ground as soon as they arrive.

In conclusion I would suggest two inspections each year. This will place us in position to keep your scales in excellent condition and at a small cost to you.

We want to co-operate with each and every member of the Association, and ask that you write us at any time and we will give you the benefit of our practical experience.

CROP IMPROVEMENT.

A number of interesting addresses were made on the topic, "Why northwestern Ohio should work to capture the Ohio State Corn Show." The speakers on this topic were A. P. Sandles, state secretary of agriculture; S. P. Douglas, John Beggs, lecturer for the state deparment; C. R. Wegener, D. W. McMillen, H. W. Fish, J. W. McCord and Secretary T. P. Riddle.

THREE OR BETTER.

Speaking on the subject, "Is bidding for 'No. 3 or better' a trick of the trade which should be eliminated?" H. L. Goemann of Toledo said: I have tried to build up higher ideals in the grain trade by observing such rules as are put forth by the various grain associations. I have complied with the requests of these associations by bidding on the higher grades of grain. In looking over the field I find only three markets bidding on standard oats, the new crop. Other markets have been bidding for "No. 3 or better." I cannot stand out for the higher grades if others do not, as I found I was losing business by bidding for standard grades. Other markets should get in line on what is right in this matter.

F. O. Paddock stated that Toledo had bid for standard oats right along. No shipper will sell 3 white oats or better if he knows he will get standard grade for his oats. He thought that dealers should insist on bids for the higher grades of grain.

After some further discussion, a resolution was adopted putting the Association on record as favoring bids eliminating the words "or better" in making bids for oats.

MARKET QUOTATIONS.

Secretary Riddle spoke of the market quotations in the Toledo papers and their custom of emphasizing the cash price of grain as against the call prices. This is misleading to the farmers, as it gives them a wrong idea of the real prices for commodities on the Toledo Produce Exchange. He recommended to the representatives of the Toledo papers present that they give more prominence in their quotations to the call prices, as that is the best guide to the farmer of the true prevailing prices.

The meeting then adjourned.

SIDE LIGHTS.

A party of grain men was very pleasurably entertained in the evening by a dinner at the Toledo Yacht Club, followed by a visit to the Casino. The hosts on the occasion were Kenton D. Keilholtz, Henry D. Raddatz, Ed. L. Camp, John Luscombe, J. W. Young. Very many of the visiting grain men spent the evening at the latter popular resort as the guests of some one or others of the members of the Toledo Produce Exchange.

The following gentlemen were present:

E. C. Browne, Lima; J. B. Lathrop, Berkey; P. C. Short, West Unity; Geo. D. Goodman, Toledo; Geo. R. Forrester, Swanton; M. H. Hardy, Huntington, Ind.; W. E. Hazelwood, Indianapolis, Ind.; C. H. Coy and L. C. Becker, Jasper, Mich.; H. A. Holdridge, Lima; J. T. Mattimore, Toledo; G. A. Hax, Baltimore, Md.; H. H. Deam, Bluffton, Ind.; H. T. Burns, Buffalo, N. Y.; L. J. Vocke, Napoleon; E. Levy, Napoleon; Fred Mayer, Toledo; W. E. Riley, Montpelier; G. H. Kueppner, Edon; John Munroe, Archbold; Geo. Wyse, Pettisville; W. H. Lambert, Delta; Paul Garrison, Milton Center; A. H. Rabbe, Fort Jennings; M. N. Mennel, Toledo; W. T. Palmer, Celina; H. W. Fish, Mansfield; C. R. Wagner, Arlington; Jos. Ringlein, Leipsic; F. E. Watkins, Cleveland; L. H. Trepanier, Dunbridge; C. L. Moddy, Perrysburg; A. L. Elliott, Stoney Ridge; W. S. Dickinson, Adrian; S. L. Rice, Metamora; Earl C. Bear, Hicksville; H. M. Strauss, Cleveland; F. A. Jenkins, Norwalk; L. R. Good, Bloomdale; C. H. Kortier, Bradner; Chas. Ozias, Paulding; J. J. Rammacher, Buffalo, N. Y.; P. W. Davis, Gilboa; O. G. Lang, Delphos; Tom Morrison, Kokomo, Ind.; C. O. Garvin, Columbus; D. R. Risser, Vaughansville; D. W. McMillan, Van Wert; W. W. Beatty, Pittsburgh, Pa.; M. Rinehart, Montpelier; R. C. Doffenburg, Coal Grove; J. C. Custenborder, Lima; W. A. Dull, Willshire; A. McDougal, Millburg; H. G. Pollock, Middlepoint; J. S. Metzner, Tokio; Edgar Thierwechter, Oak Harbor; John C. Danner, Fostoria; J. G. McKillen, Buffalo, N. Y.; B. F. Camp, Bowling Green; F. O. Paddock and H. L. Goemann, Toledo; H. D. Raddatz, Toledo; Frank I. King, Toledo; E. L. Southworth, Toledo; B. F. Camp, Bowling Green; W. F. Heck, Pittsburgh, Pa.; Robt. Kolter, Spencerville; J. F. Disher, Mendon; Harry Lilly, Cygnet; Fred Bolte, Graytown; J. W. McCord, Columbus.

GRAIN STANDARDIZATION.

A newspaper at Topeka, Kans., says that E. L. Betton of Kansas City, formerly with the Kansas state grain inspection department, now with the Grain Standardization Laboratory, Bureau of Plant Industry, of the United States Department of Agriculture, has been taking samples of new wheat from Topeka mills to be tested for moisture and other qualities. This is part of the work of standardizing grades. Mr. Betton is quoted as saying that the work of standardizing the corn grades is nearing completion, but it is slower as to wheat, because of the numerous varieties of that grain and the tendency of farmers to grow mongrel varieties.

The Government will make tests also to see whether it is better to mill wheat some time after being stacked or immediately after being threshed from the shock, without sweating—in the stack or after it is ground—in order to find out whether the "sweating" after the wheat is ground affects the baking qualities of the flour.

Mexico has continued the suspension of the grain duty law until September 1.

MODERN ELEVATOR AND MILL PLANT AT BLOOMINGTON, ILL.

The accompanying illustration shows the new modern mill and elevator at Bloomington, Ill., owned and operated by the Central Mill and Elevator Company of that city. It is located on the corner of Robinson and Front Streets.

Last year this company built a new 20,000-bushel crib-construction elevator on an eight-foot concrete basement. The elevator has one dump, one stand of elevators, National Automatic Shipping Scale, and a Constant Ball-Bearing Man Lift for the convenience of employes. There are nine hopper bins. Adjoining and attached to the elevator on the east and abutting the Illinois Central switch is a two-story flour and feed warehouse. This building has double hardwood floors on each floor and is equipped with a large freight elevator for handling flour and feed from the cars to the second floor. The capacity of this building is about fifteen carloads.

Twenty-four feet distant from the elevator is the feed mill. This has ground dimensions of 76x30, and on the south is a wagon dump equipped with the Automatic Dump Controller and Chain Drag for the easy accommodation of grain to be elevated into the mill or for the receiving of grain from the farmers for grinding. The chain drag draws the grain direct



CENTRAL MILL AND ELEVATOR, BLOOMINGTON, ILL.

to a short stand of elevators to be run either through the corn sheller or the corn and cob crusher, from which it can be carried by another short stand of elevators to the second floor and run through a Monarch Attrition Mill.

In the basement is a 25 horsepower coil motor, corn meal drier, and a large reel for mixing and cleaning poultry food. A vertical boiler furnishes steam for heating the building and for the meal drier. On the first floor is the latest type of corn-meal grinder—namely: a ball-bearing, six-roll, three-pair-high machine of latest type—a ball-bearing cracked corn grinder and a 22-inch Monarch Ball-Bearing Attrition Mill; also an automatic distributor and bagging machine. Suspended from an overhead track is one of the latest patterns of automatic bagging scales. On the second floor are twenty small hopper bins to accommodate feeds of various kinds. On the third floor there is an up-to-date grain cleaner, a corn meal separator and bolter, and a cracked corn separator and cleaner, and a 15-horsepower coil motor. All the transmission machinery is of the latest type and construction and conforms with the Illinois law.

The office is on the northwest corner in a room 14x18 feet. This is artistically arranged and decorated, with new furniture; and from this room the four-ton steel-frame wagon scale can be operated. The power in these buildings is secured from the electric motors and all the buildings are electric lighted throughout. The buildings are covered with asbestos fire-proof roofing and the sides are covered and protected by corrugated galvanized iron siding. The mill was built to replace the one burned in January last, and has more than double the capacity of the old plant. This company is doing a large business with city and out of town firms, and caters also to the retail trade.

There is also capacity for 2,500 bushels of ear corn, coal sheds, and they are now building a new hay and straw storage barn. With six horses and five wagons, they are able to take care promptly of their wholesale and retail orders in flour, feed and coal. The officers of the company are R. C. Baldwin, president; H. S. Eckart, secretary-treasurer.

COTTON FUTURES BILL PASSED.

The Beall cotton futures bill passed the House on July 16 by a vote of 95 to 25, after a debate lasting about three hours. The discussion while warm was inconsequential. The truth is, the House does not really know much about this sort of thing, which it has approached wholly from the political side and not from the economic. Representative Mann is credited with the defeat of an amendment to include a provision making the condition apply to "gambling in grain" as well as cotton, but the supporters of the Beall bill were themselves opposed to encumbering it with the amendment, making the argument that the efficiency of the measure would be impaired by adding complicated administrative features, and pointing out that a measure now awaiting action in the House is directed against "gambling in grain." Representative Fitzgerald of New York led the opposition, declaring the bill was unconstitutional and would injure both the cotton producer and consumer of cotton.

The principal and controlling features of the bill are as follows:

Section 1 of this bill defines the word "message" and the word "person," and provides that words importing the plural number, whenever used, may be applied to or mean only a single person or thing, and words importing the singular number may be applied to or mean several persons or things.

Section 2 makes it unlawful for any person to send or cause to be sent any message offering to make or enter into a contract for the purchase or sale of cotton without intending that such cotton shall be actually delivered and received and provides penalties for violation.

Section 3 makes it the duty of any person sending any message relating to a contract for the future delivery of cotton to furnish to the person transmitting such message an affidavit to the effect that the message does not relate to the character of contracts described in section 2, and provides penalties for any false statement that may be made in such affidavit. This section also provides that proof of failure to make any affidavit required in the act shall be prima facie evidence that the message or messages related to a contract prohibited by section 2 of the act, and that proof of failure to deliver or receive the cotton called for in any contract for future delivery shall be prima facie evidence that there was no intention to deliver or receive said cotton when said contract was made.

Section 4 authorizes and requires any agent of any telegraph, telephone, wireless telegraph, or cable company to whom messages described in the act may be tendered to administer any oath required to be made under the provisions of the act, such oath to have like effect and force as if administered by officers having a seal.

Section 5 makes it unlawful for any person owning or operating any telegraph or telephone line, wireless telegraph, cable or other means of communication, or any officer, agent, or employe of such person, knowingly to use such property, or knowingly to allow such property to be used, for the transmission of any message relating to such contracts as are described in section 2 of the act and imposes a penalty for violation.

Section 6 declares every book, newspaper, pamphlet, letter, writing, or other publication containing matter tending to induce or promote the making of such contracts and carries the usual penalties for violation.

Section 7 authorizes the Postmaster General to instruct the postmasters in the post offices at which any matter described in section 6 as non-mailable matter arrives as to the disposition to be made of such matter and is modeled after the fraud order section of the existing law.

Section 8 provides that in any proceeding under this act all persons may be required to testify and to produce books and papers, but no person shall be prosecuted and subjected to any penalty or punishment whatever on account of any transaction, matter, or thing concerning which he may testify or produce evidence of any character whatever. This action conforms to the immunity clause of the Elkins act.

Chairman Lamb of Richmond, Va., of the House committee on agriculture strongly opposed the passage of the bill. Among other things he said:

The evidence before the committee showed that the New York Cotton Exchange, through its members, is the distributing agent for more than 80 per cent of the cotton produced in the country. Its by-laws and rules require a well understood and clearly defined contract for its sale and purchase, enforceable in the courts by actual delivery of the cotton contracted for or damages for breach of such contract, thus placing these contracts, sales and purchases on the same legal footing as other contracts.

The New York Cotton Exchange, operated strictly in accordance with the laws of New York and by the bylaws and regulations of the association, does not appear to violate any moral law or to foster gambling in futures or gambling of any kind; and I failed to find in the evidence before the agricultural committee or in the bylaws and regulations of the cotton exchanges or in their contracts any encouraging provisions to this end.

Interference by the Federal government is unwarranted and improper unless the transactions of the exchange are shown to violate some moral law or principle. Whatever the purpose of this bill, it will well nigh, if not totally, abolish cotton exchanges in this country. The New York Cotton Exchange is a medium of distribution of 80 per cent of the cotton grown in this country. Its manner of doing business enables the cotton raiser to dispose of his cotton at any time. Manufacturers and investors, through its agency, "by hedging," obviate financial losses and sudden fluctuations.

To abolish cotton exchanges would discriminate disastrously against our citizens and incalculably favor foreign cotton exchanges, and seriously and disastrously affect the balance of trade against this country. The Supreme Court in the case of the Chicago Board of Trade vs. Christie, upheld the legality of the contracts traded in by the New York Cotton Exchange, making compulsory, by bylaws and rules, the delivery of cotton, if sold, the receipt of cotton, if bought, and the decision has been followed in all the Federal courts.

W. B. Thompson of New Orleans, one of the chief cotton experts of the country, said of the bill:

The proposed legislation would prevent American merchants from hedging their spot purchases and sales and may destroy the American cotton exchanges. The inevitable results of such conclusion would be, first, to deprive the cotton producer of the multitude of small competitive markets and buyers which now purchase his crop, and in consequence summarily lower the price of cotton; and, secondly, to place the price-making power unreservedly in the hands of combinations of foreign buyers and spinners who would unquestionably fix it low.

It is not believed the Senate will consider the bill at all, at this session at least.

ELEVATOR FIRE ESCAPES.

Secretary E. J. Smiley of Kansas calls the attention of elevator owners in that state to the law requiring all elevators "three or more stories in height" to be provided with metallic ladders or stair fire escapes attached to the outside wall thereof. These must extend from the ground to the "uttermost story" and have platforms at the windows, etc., and be constructed to meet the approval of the fire marshal, etc.

As the state factory inspector has already ordered certain country elevator men to equip their houses with this sort of useless decoration, Mr. Smiley consulted with the author of the bill, who said he had no intention of loading down country elevators with this expense; but apparently the attorney-general of the state agrees with the factory inspector that the escapes are needed and therefore elevator owners are "up against it."

The Duma committee has rejected a bill to establish a state monopoly of the grain trade in Russia; but, on the other hand, the committee has approved

those points of the bill which authorize the government to erect a series of warehouses and elevators, to organize an extensive system of credit accessible to all classes of agriculturists, to establish the institution of grain inspection and to establish a central organ which will have to deal specially with all questions relating to the grain trade in connection with agriculture.

THE B. S. C. DRAG CHAIN.

As soon as the harvest of the small grains is over, elevator men will consider how they can improve their elevators for handling the corn crop to advantage. They may find that old drags need renewing; or more storage is necessary; or old cribs are to be rebuilt, enlarged, or rearranged to handle the grain rapidly when filling them and again when emptying bin storages.



NO. 28-77 B. S. CONSTANT DRAG CHAIN, FOR SMALL GRAIN.

It is with this consideration in mind that we show cuts of the B. S. C. Drag Chain manufactured by the B. S. Constant Co. of Bloomington, Ill., which is said to be the originator of the low driveway with sink bottom hoppered only two ways, forming a "V" shaped sink through which their patented B. S. C. Chain Feeder and Conveyor operates, carrying the ear corn automatically to the elevator boot or past the boot to the corn sheller.

This chain and feeder also handles small grain. The reader will note that one cut represents the No. 26-77 B. S. C. Chain which is mostly used for ear corn and the No. 26-77 for small grain. If both small grain, including shelled corn, and ear corn are to be carried from same sink, crib or deep storage, the No. 26-77 B. S. C. Chain is used with a double drive which has a fast and a slow speed. The clutch is thrown into the fast speed when carrying the small grains and into the slow speed when carrying ear corn, which makes a very convenient arrangement, to say nothing about economy.

Any elevator owner using No. 57, 67 or 77 sprockets in his present drag can use this B. S. C. Chain on them when he desires to renew the chain or improve the handling capacity. It is much stronger than the ordinary No. 77 chains used in the past and will clean the trough so thoroughly that one kind of grain may follow another kind with no danger of mixing the grains.

The B. S. C. Chain will handle any capacity desired and prevents choke-ups when feeding the corn sheller. A large stock is carried in Bloomington ready for immediate shipment.

Grain bags reach 12c in the Pacific Northwest this harvest, the highest recorded price in that market.

The Wichita *Eagle* has discovered right at home this year's miracle worker in the grain field—the man who germinates "the famous Egyptian wheat, the seed of which is said to have been discovered in a tomb in Egypt, about ten years ago," and which since "the few grains were discovered by an archæologist, who was unearthing Egyptian mummies, has been propagated carefully, last fall's crop consisting of enough seed to sow quite an area." And then the *Eagle's* young man turns himself loose on Egyptian wheat, a species of sorghum, or shallu. "It is," says the enraptured young man, "this Egyptian wheat of which W. J. Bryan speaks, in his famous lecture on 'The Prince of Peace,' in the excerpts so often heard on the phonograph. In speaking of the seed taken from the Egyptian tomb Mr. Bryan prophecies that this grain, after multiplying many years, will 'feed the earth's teeming millions.'" Now the story will go into hiding until next year!

CANADIAN ELEVATORS LEASED.

The much advertised lease of the Manitoba government's 174 elevators to the Grain Growers' Grain Company of the Canadian West has been closed, the rental being $66,000 annually on $1,100,000 valuation. This will give the government the fixed charge of 4 per cent and 2 per cent additional for maintenance, which Premier Roblin declares "is ample, judging from my experience." The period of the lease is undetermined, except that the lease contains the provision that the lessees shall retain possession for five years and until "such time as a sample market is established in Winnipeg." In executing this lease the Premier rejected an offer of $75,000 a year, made by Minneapolis interests represented by W. J. Betting, J. C. Gage, and W. A. Anderson. The Grain Growers' Grain Company has also acquired by lease for a period of five years Elevators B and E at Fort William, both the properties of the C. P. Ry. All these properties will be managed by the executive committee of the board of directors of the Grain Growers' Grain Company, as follows: T. A. Crerar, president; E. J. Fream, Calgary, first vice-president; John Kennedy, second vice-president; William Moffatt, secretary and fourth member of executive body.

This transaction is one of more than common interest, since it inaugurates what may be said to be the largest single "co-operative" experiment (as distinguished from a joint stock company investment) ever attempted hitherto in this country. It will be interesting to see whether the experiment of managing these houses as a "co-operative" property will be more successful than was their management as a public (government) property; if it should prove so, the co-operative experiment will have at least demonstrated the contention hitherto made against public ownership of such utilities, that only the spur of strictly private interest and ownership can make them an economic success. And how far will success in this co-operative management of the elevators conduce to the extension of the practice, until the same "company" will have spread out its activities to cover the purchase and sale of lumber, binder twine, coal, implements and other commodities *ad lib?* Certain it is that already the political power of the farmer of the Canadian West is immense and that that power is used solely for the farmer himself as he sees his interest may be promoted by political action—as an Ottawa correspondent says: "This power would be used against any party in power that did not give way to the cry for greater markets for the grain. This will be the feature that will be heard in Ottawa. Every move seems to add more power to the voice of the Western farmer; and if Saskatchewan urges Alberta and Manitoba to put up a new demand for these larger markets, or reciprocity, as is most probable, the request is likely to be much more forcible than on the last occasion of the deputation to Ottawa; for the farmers are in earnest."

The Texas Railroad Commission has instituted an investigation of the railroad methods of weighing shipments; and preliminary to further work the Commission has asked the general manager of each road to send in at once a full statement of the provision made on his respective line for weighing, and also the location of each track scale, together with information on the "precautions taken to keep such scales in good order. Copies of all instructions to the employes of each road relating to the determination of weights of shipments and the methods to be followed by employes in weighing freight and keeping scales balanced and in good order," are also requested in the commissioner's letter.

SCALE TESTING IN OHIO.

In conformity to instructions to that effect, received in May last by him from the Hay and Grain Producers' and Shippers' Association of Northwestern Ohio, Secretary T. P. Riddle has entered into an arrangement with Sylvanus E. Strode, state sealer of weights and measures of Ohio, by virtue of which Mr. Strode has appointed E. C. Browne of Lima to be deputy state sealer of weights and measures "to cover the special work of sealing the weighing and measuring devices used by the members of that association." The examination of grain and hay dealers' scales will be the exclusive duty of Mr. Browne. Mr. Browne is manager of the Ohio Scale and Repair Company of Lima, and the service is unique in this respect, at least, that as a deputy state sealer Mr. Browne will be authorized to attach the state seal to all scales found to be in perfect working order, thus giving to scales bearing this seal an authority locally and in railway claim offices that is not enjoyed commonly even by tested scales in other states.

In making his report Mr. Browne will do so in triplicate, a copy being on file with the Scale and Repair Company, with Secretary Riddle, and with the owner of the scale, who will sign the reports to acknowledge receipt of the service.

The charge for a service will be as follows:

Railroad track scale (charge based on actual time per hour)	
Hopper scale (trussed lever pattern or iron-frame pattern), 12,000 lbs. to 96,000 lbs.	$1.75
Hopper scale (dormant type), 1,800 lbs to 12,000 lbs.	1.75
Dormant scale (stationary or portable), 1,500 lbs. to 5,000 lbs.	1.25
Grain dealers' scales, 100 lbs. to 2,200 lbs.	1.25
Automatic scales	1.25
Wagon scale (regular or dump attachment	2.25
Portable scales, 400 lbs. to 2,500 lbs.	.60
Bagging or small scales	.60

The above charges cover the time and service required for the ordinary examination of the preparedness of the scale, the applying of test weights, adjustments, balancing, etc. All extra time consumed in dismantling, re-assembling, repairing, etc., and also all time consumed in delays, properly chargeable to the owner of the scales, will be charged at the rate of seventy-five cents per hour.

The party employing the scale inspection and repair service assumes freight and cartage on test weights and agrees to furnish proper labor assistance.

We assume board and traveling expenses of our employees on regular tour service.

Special trip service will be charged at the rate of 25 per cent premium over the above schedule of regular trip service, and the party employing the service will be charged with round trip mileage and traveling time at regular rate.



NO. 26-77 B. S. CONSTANT DRAG CHAIN, FOR EAR CORN.

Another grand round-up of bucket shops by the Government is anticipated on the strength of information that has been obtained by the Government agents, that hundreds of small bucket shops are being operated in New York, Pennsylvania, Ohio and New England states, not to mention Canada. These are said to have their principal central offices in New York City, Cleveland, Albany, Boston, Pittsburgh and Buffalo. It was supposed the raids of 1910 had stopped this game, but it is perennial, it seems.

[For the "American Elevator and Grain Trade."]

SOME REMARKS ON SCALE TESTING.

A REPLY TO CERTAIN CRITICISMS OF A SCALE TESTER'S REPORT ON THE PHENOMENA OF SCALES.

BY CLAY JOHNSON.
Official Scale Inspector Ill. Grain Dealers' Ass'n.

In replying to the inquiries of Mr. Zeibel,* I will say, in the first place, that I endeavored to make my paper read before the Illinois Association as plain as possible, in order that the grain men in attendance might better understand and gain some knowledge as to what conditions the scales were in throughout the state. In my report I gave the variations just as I found them. The technical make-up of the scale concerns the grain men very little. What they want is good scales, good installations and good weights; they can obtain these without worrying their minds about the technical make-up of the scales. They are willing for the scale man to do the worrying.

Mr. Zeibel wants to know what unusual conditions I found in a "railroad track scale that showed 35 pounds heavy on one ton of weights on all sections alike" and then showed correct (not absolutely) when using the one ton of weights in addition to a load of 80,000 lbs. I found nothing unusual about the condition of this scale; only it was not a standard scale. (This is a sad fact but not unusual.) The scale in question had many unnecessary connections, etc.; the bearings were getting dull; the beam was exposed to the weather and in a bad condition. I account for this variation from the fact that when the scale was heavily loaded the connections and levers did not take the same position that they did with a light draught. It is possible for a bearing to cant when under load, when this bearing is resting on a dull pivot, and should it cant toward the center of scale it would naturally widen the fulcrum, which would in turn cause the scale to weigh heavy and *vice versa*. This being the case, it is plain to see wherein we get these unusual variations, if you want to call them unusual. This especially applies to a dull scale; and there are conditions of railroad track scales which are not dull, that would cause large discrepancies from a light to heavy load.

I want to cite you to just one case of the latter. I was sent out to inspect a 100-ton Fairbanks railroad track scale. A railroad construction gang had just completed the throwing in of this scale. Now here is a part of what I found: the extensions throughout the scale looked like a rail fence; you could sound high C on the check rods; the fifth lever timbers were found inches too low; the platform bearings were against the yokes; the bearing steels were half off the foot pivots; the connections between the extensions were crowding and pulling, etc. Then is there any wonder why we find what Mr. Zeibel terms as "unusual conditions"? Furthermore, it is no wonder that railroads in some cases refuse to abide by their own weights in the settlement of claims.

Mr. Zeibel thinks that part of my paper pertaining to error in multiplying levers needs further elucidation. I have made it plain as possible, but will repeat that a scale in error will not multiply in exact proportion to the load applied; AND IF IT DID, this would only apply to error caused by the levers themselves being out of seal. If the error was caused by a bearing plank being down on the levers, or by the lever itself resting on something, or by the scale being badly out of level, it would be ridiculous to suppose that it would multiply in error in proportion to the load applied.

Then Mr. Zeibel says I did not state how many scales I found out of seal. I have a good reason for this; for to ascertain whether or not a scale was out of seal it would be necessary to remove the levers, rig up a sealing frame and try them out with standard weights. This would be too much trouble for the sake of getting data for a report. A scale being in error does not signify by any means that the levers therein are out of seal.

Regarding 50 lbs. as a fair test for a scale, I said if a scale was in perfect seal, properly constructed, and not dull, that 50 lbs. would be as good as any, from the fact that it needs no test under these conditions; but to find out if these conditions did exist, it became necessary to use a greater weight. I think this makes it plain that I regard 50 lbs. as no test at all.

Mr. Zeibel takes exceptions to that part of my paper where I said that rolling a load from one end of scale to the other, and such like, did not test your scale at all; and as a matter of fact it does not. It is worse than no test at all; for it would be possible for the scale to be weighing 25 lbs. heavy or 25 lbs. light on both ends alike; then your rolling test would be deceptive and leave the owner thinking his scale was correct. Mr. Zeibel admits that such practices would not prove accuracy: "then it's no test." Here is where the trouble lies; too often convenience is practiced at the expense of accuracy.

Mr. Zeibel says he has come to the conclusion that in my opinion it is absolutely impossible to make a scale that will weigh correctly. He has arrived at the proper conclusion. Technically speaking, I don't think there was ever a scale installed that would weigh correctly up to its capacity (excepting the scales of the smaller capacities). I don't mean by this that the country is lost; for we are going to continue to get good weights in the future as we have in the past, and possibly better. No one expects absolute accuracy. However, with a small scale it is possible to get absolute accuracy to within the same degree that it takes to turn the beam. If the people will install standard scales, build them properly and take care of them after they are installed, they will get accuracy that will be satisfying to all concerned.

Regarding the paragraph that Mr. Zeibel quotes verbatim, I will say that it contains nothing but facts. There is nothing in the paragraph that a practical scale man does not understand. There are certain levers in certain scales that will not deflect, but as a whole there will be more or less deflection and distortion. Then, any one who is familiar with the technical make-up of the scale knows this will affect the weighing, but to what extent no one knows (as the conditions are not the same in any two scales); to find out just what effect this would have on a scale it would be necessary to use weights up to the capacity.

Mr. Zeibel wants to know what the grain men are going to do about this serious business. It is purely a technical question, and does not concern them much, neither do I believe their minds are disturbed over the matter.

It has been the practice of some scale men to tell a party that if his scale were weighing 10 lbs. heavy on one ton it would weigh 300 lbs. heavy on 30 tons, regardless of what caused the error. It is the biggest farce that ever happened. There are times when the error will go beyond proportion, and there are times when it will fall short or remain stationary; the conditions in the scale control this matter almost wholly. If any individual has a fixed or definite rule whereby he can figure the error in a scale, by knowing the error on the first thousand pounds, he has in store valuable information which he should give out to scale owners; it is too valuable to be withheld.

Mr. Zeibel wants to know, in conclusion, why I reported 49 per cent of scales tested as correct, when I said it was impossible to build a scale so as to prevent deflection, etc. As I have stated above, that this is merely a technical question; and for his information I will say, from the same point of view, that out of the 273 scales tested I found 273 in error. Please bear in mind this is from a *technical standpoint*.

He also wants to know why I reported scales in error so much PER 1,000 lbs. This is an error. If you will notice in the next paragraph it reads FOR 1,000 lbs. This is the way I intended it should read. It is thus simply for the reason that I have no way to ascertain the error per 1,000 lbs.; I only carry 1,000 lbs. of test weights; consequently I based my report on the variations I found on this single thousand. That is as far as I am positive about the variation.

When testing a hopper scale, say, we load it with grain until the beam shows 30,000 lbs. We have no assurance that there is exactly that much grain in the hopper. If we did it would be useless to test the scale. We load this hopper in order to find out if it varies from light to loaded. Now if a scale varied in proportion to the load applied, this load would be unnecessary, from the fact that one could find the variation on a comparatively light load, and then figure the error on any size load.

The scale is one of the simplest machines in use, yet there are many perplexing questions arising regarding its workings; some are solved and some are not.

Below is a copy of letter from the best authority on scales that we have in this country. I quoted this authority in my paper before the convention at Peoria almost verbatim. Mr. Bousfield has been kind enough to permit me to publish his letter; consequently I hope those who read it will get straightened out on this one question. I would like to call Mr. Zeibel's attention to the first word in Mr. Bousfield's letter—"Theorietically." The letter follows:

St. Johnsbury, Vt., April 26th, 1912.

Mr. Clay Johnson, Official Scale Inspector, Ill. Grain Dealers' Ass'n, Decatur, Ill.—Dear Sir:—Replying to yours of the 22nd, addressed to our Mr. P. F. Hazen:—

Theoretically, considering the action of a multiplying lever in order that it should obey defined physical laws, we must regard it as an inflexible structure not subject to deflection or distortion. When so considered a multiplying lever is a simple machine in which a weight applied at a great distance from an axis of rotation may apparently support a greater weight nearer the axis; the reason being that the remainder or the whole of the sustaining force is supplied by the support of the axis or the fulcrum. When a lever as above described is out of seal, the error will be directly proportionate to the load applied. The discrepancies which arise in loading a lever from a comparatively light load up to full capacity are due to deflection of the lever itself. When deflection appears, the error in seal will not be directly proportional to the load but will vary in proportion to the cosine of the angle which the level makes with the horizontal plane.

Yours truly,
E. & T. FAIRBANKS & CO.
By A. Bousfield, Chief Engineer.

*The reader will remember that Mr. Zeibel's criticism of Mr. Johnson's report to the Illinois Grain Dealers' Association appeared in the July number of this paper on page 38; and to that article, as well as to Mr. Johnson's original report, on pp. 659, 660 and 661, the reader is referred for a full and complete exposition of the entire matter, which is well worth a scale owner's attention.

BLEACHED GRAIN IN FLORIDA.

The Commissioner of Agriculture and State Chemist has issued the following notice, in the form of a circular to grain dealers and shippers:

BLEACHED OATS AND BARLEY.

The bleaching of damaged, mildewed, weather or soil stained grain, particularly oats and barley, by the use of sulphur fumes (sulphur dioxide) by which process such damaged, mildewed and stained grains are caused to appear sound and of better quality or grade, is clearly in violation of the Commercial Feed Stuff Law, which prohibits:—

"The adulteration of any feeding stuff with foreign, mineral or other substances of little or no feeding value or with substances injurious to the health of domestic animals."

And also in violation of the Pure Food and Drug Law, as follows:

"First"—in that "a substance has been mixed or packed with it so as to reduce or lower, or injuriously affect its quality or strength"—(added sulphur di-oxide and water).

"Fourth—In that it has been coated or stained in a manner whereby damage or inferiority is concealed."

Notice is hereby given to all dealers, jobbers, and consumers that grains bleached with sulphur fumes (sulphur di-oxide) cannot be legally sold in the state of Florida, and that such adulterated bleached grains will be subject to seizure and destruction as the law provides.

Regulation 15-(d) is modified to conform to this order.

Inspectors and sheriffs are directed to attach such adulterated bleached grains, wherever found, sending samples with full report of all facts, regarding the offering for sale of such bleached grain, to this office.

At 77c for wheat and 80c for corn, Kansas pig farmers are feeding wheat as the cheaper grain.

The grain committee of the Seattle Merchants' Exchange has established the differential between sacked and bulk wheat at 4c. This is 1c more than prevailed last season and is due to the fact that grain bags this season cost more than they have ever cost in the Pacific Northwest.

NATIONAL HAY CONVENTION.

PROCEEDINGS OF THE ANNUAL MEETING—ON BANKING AND RAILWAY REFORM—NEW ALFALFA GRADES.

The nineteenth annual convention of the National Hay Association, at Kansas City, Mo., was opened on July 16 by prayer by Rev. Dr. Nisbet of the Central Presbyterian Church, after which President P. E. Goodrich introduced Governor Hadley of Missouri, who briefly addressed the convention in welcome to Missouri.

Governor Hadley said he deemed it a piece of good fortune that his official duties had enabled him to be present and welcome the Association at its first meeting west of the Mississippi River, and he the more appreciated this opportunity because he recognized the immense importance of the hay trade, "the value of the hay produced throughout the United States exceeding in value that of any other single crop which is produced by human labor," and which "affects in a most vital way not only business itself but civilization in general." The governor passed easily from this thought and the other, that human affairs are singularly affected "by the prosperity or the adversity that may relate to any single department of industry," to a panegyric of the state of Missouri, which was as beautiful as it was eloquent and witty. He closed with a hearty welcome to Missouri.

Governor Hadley was followed by Mayor Jost and by H. C. Moors, assistant city counselor, who extended a welcome on behalf of the city.

The response of the Association was read by Charles England of Baltimore, who spoke as follows:

When President Goodrich selected me to respond to your welcome, he stated that it was his desire to have a member from the far East; therefore, I appreciate that I have been deputed upon this occasion entirely for geographical reasons. Nevertheless, as I traveled from the Atlantic Seaboard to the Missouri River, I failed to understand the significance of my selection, because I was impressed with the fact that sectional lines do not exist; neither did it occur to me at any time that I was not in my native land, and the cordial welcome accorded makes us all feel very much like we had reached our homes, instead of having left them.

Always has the West opened its doors to the people of the East in the march of progress. When Jefferson consummated the Louisiana Purchase, which was the crowning achievement of his administration, whereby there was added to our domain the vast section from the Gulf of Mexico to Canada, and from the Mississippi River to the Rocky Mountains, now comprising twelve states, he was moved by the purpose to forever prevent the erection of a hostile power on the west bank of the Mississippi River, and he wanted New Orleans in order to control the mouth of the river and the passage-way to and from that territory. But, when that wilderness was settled, it was through the gateways of the East, emigration and traffic marking a pathway from Baltimore and Philadelphia across the Allegheny Mountains, by the one natural pass, and continuing on the line of the National Pike to the Mississippi River. That pass through the Alleghenies was once considered the entrance to the West, but development has moved it westward, and Kansas City has become the gateway to the Southwest and West.

The country around Chesapeake Bay was settled in about 1632. White population barely reached the Ohio River, four hundred miles, in 1800. In 1830 it had reached nine hundred miles farther west, to a point near the center of the state of Missouri, and forty years after the latter date had covered the entire continent from the Atlantic to the Pacific, and from the Gulf of Mexico to Canada.

The construction of the first railroad in this country was commenced at Baltimore in 1828, and in 1857 its completion to St. Louis was celebrated. The Civil War stopped railroad development in your section, and it was not until 1866, thirty-eight years after the projection of the first railroad in the United States, that the railroad entered Kansas City. Within the next period of thirty-eight years railroad development west of the Mississippi River was stupendous, and today Kansas City is one of the great railroad centers of the world, with a marvelous future before it.

Such remarkable development has been witnessed nowhere else in the world. It is instinctive of the American people, and in the highest sense a natural impulse. Complete as was the earth when it came from the hand of the Creator, physical changes have been going on ever since. In harmony with this the principle of progression was in the beginning firmly planted in the heart and mind of man. The history of the East is full of it, the Middle West believes that it has reached an ideal position because of it, and the younger West feels most its vigorous impulse, just as the spirit of battle is greatest on the firing line. The most conservative commercialism only aims at safe progress. Religion, without sacrificing doctrine, must harmonize with the order of the day and governments to exist for the people, above all else, should be progressive.

With this record of the past, and the certainty of history repeating itself, it is most fitting that the National Hay Association should hold its nineteenth annual convention here. Standing as we do in this doorway to the Southwest and West, we look beyond to the rapidly developed and still developing section, which in the future will more largely supply the world's requirements of food stuffs, much of which must be transported over the railways centering here.

It is proper that I should say a few words concerning the organization which you have received so heartily today. It was started twenty years ago at Syracuse, New York; and from that time it has steadily progressed, until now it has approximately nine hundred members scattered over the entire section east of the Mississippi River, and from a number of states west of it. It has a national membership, and embraces every class of dealer engaged in handling and marketing an important agricultural product, equal in value and importance to the wheat crop of this country, and second only to corn. Its members are all middlemen. Generally speaking, they do not produce or consume the commodity which they handle. They are not, however, of that class of middlemen, the elimination of which we hear so much about, because they are believed to increase the cost to the consumer. Paradoxical as it may appear, they enhance the value of the article for the producer and lessen its cost to the consumer. This is done in many ways: By demanding equitable freight rates and reasonable transportation facilities, a more enlightened method of producing and preparing the commodity for market, and a distribution of it best calculated to insure the fullest reasonable returns. Occupying a place between the producers and consumers, they save that waste which in mechanics is termed lost motion, whereby the cost of developing power is economized and greater efficiency is obtained. The members of this association have never combined for the purpose of monopoly or acted in restraint of trade, and are poorly paid in return for their intelligent and unremitting efforts; therefore, their accomplishments are the result of labor and not by the power of wealth.

A very eminent lawyer once stated that organizations such as this were trade unions and subject to all the laws controlling trades unions. We are a trade union of the most ideal sort. In advancing the interests of its members, it creates conditions which benefit others not identified with it. It does not attempt to coerce those engaged in the same line of business to become members, nor does it demand that the producer and consumer shall refrain from dealing with those not included in its membership; but in the broadest sense possible, regards the interests of all and therefore is a public benefit.

It is customary for the National Hay Association to hold its annual meetings at different places, thus bringing together in as many places business men from other sections, who are benefited by a practical knowledge of conditions and customs, and also take away with them the kindest recollections of their hosts; and I assure you that when the present convention adjourns every member present will recognize the advantage of attending this meeting and return home with sincere appreciation of their reception to Kansas City and lasting remembrance of your kindness.

MEMORIAL ADDRESS.

Ex-President E. M. Wasmuth of Indiana delivered the memorial address upon those who had passed away during the year: John N. Klenck of Evansville, Ind.; Jonas F. Eby of Lancaster, Pa.; Fred L. Kelly of Vinita, Okla.; S. B. Floyd of Pittsburgh, Pa.; S. D. Hunsberger of Philadelphia; Arthur Sellen of Moravia, N. Y.; James T. Clendenin of Baltimore; Abner Hendee of New Haven, Conn.; Mr. Clark of Prattsburg, N. Y.; and Franklin D. Voris of Neoga, Ill., a former president and benefactor of the Association.

In honor of the dead named, the Convention rose and remained standing until the drop of the gavel.

PRESIDENT'S ANNUAL REPORT.

President Goodrich made a complete review of the work of the directors for the past year: The failure of reciprocity with Canada by the latter's own action, benefited some American farmers by a retention of the hay duty, but the hay came across the line just the same to go east, while the hay that formerly had gone east went to the South and Southwest, and timothy and alfalfa from Idaho and the mountains came east to supply Chicago and other large centers. Mr. Goodrich believes that alfalfa "has come to stay and in the future will be used in preference by those who have been compelled by necessity to use it this year."

The proposal a year ago to establish on request hay inspection under the supervision of the Association had the endorsement of the directors, but no such request has been made during the year. The board are not without hope that the reform will start of its own motion; but, he added, "If this proposition is not accepted by the different interests, there will be but one course left; that will be to ask the government at Washington to come in and take charge, as it will take charge of grain inspection before many years."

In order to mitigate the risks of handling hay, especially of bulk purchases, there being no way by which hay transactions may be hedged, as of grain, Mr. Goodrich suggests that the Association, working with the carriers, secure a revision of terminal storage free time terms to six, nine or twelve months and that terminal hay houses be erected for transfer, storage, etc., so that hay may be stored in a manner similar to grain in public elevators. If 25 per cent of the hay crop could every year be so held, prices would be better equalized throughout the year; embargoes and blockades, now so costly and vexatious, would be obviated, and with reasonable transit privileges, such as are accorded to grain, the movement of the hay crop would be far more even and methodical and the trade put on a "safe and sane basis."

The abolition of the Commerce Court has been resisted by the board of directors; further, the board has asked that its jurisdiction be enlarged so that it may be empowered to review cases in which the Commerce Commission has denied relief to shippers; and the board recommended that the Association go on record as demanding the retention of the court and increase of its powers.

To assist in the work of crop improvement the board recommended the appointment of a standing committee of five to work in harmony with "any and all efforts to build up the fertility of the soil," said committee to remain unchanged for a period of at least three years, "so that the work may be continuous and not be interrupted" by changes of administration.

Mr. Goodrich's report gave a brief statement relative to the conference of grain and hay men at Washington in March last, resulting in the rescinding temporarily of certain arbitrary orders relative to the seizure of grain and hay shipments. As an immediate result, the directors recommend that members be careful in shipping hay not to load musty, caked or sour hay to move in interstate commerce. "The time has passed when it is thought shrewd to foist upon the buyer or consumer a grade far below what he purchased and had a right to expect to receive. That person who through ignorance or dishonesty does a thing of this kind should and will suffer for it. Inspectors in the employ of national or state governments will be called in and the shipper be compelled to make good the loss, and he can be fined heavily."

The report of which the above is a meager out line of the main points only, was referred to the directors.

ON BANKING REFORM.

Hon. Robert Bonynge of Colorado was expected to give an address on "Banking and Currency Reform," but owing to the illness of his mother in New York he was unable to do so, and Prof. Wm. Scott of the chair of political economy and director of the School of Commerce of Wisconsin University, acted as his substitute.

Prof. Scott dwelt upon the maladjustments of our commercial life and conditions to our banking system, "which have given us trouble in the past, are giving us trouble now, and will give us more trouble in the future, unless they are remedied." Of these maladjustments, first is the independent treasury and sub-treasury system that locks up currency which ought to be in circulation, and absolutely separates the financial operations of the Government from the banking institutions of the country. It conduces to and perpetuates the present absence of any system for co-ordinating Government receipts and expenditures. We have never had in this country a national budget, and so there is never a time when receipts do not exceed expenditures or expenditures receipts, a condition that must inevitably encourage extravagance in expenditures and disturb the natural flow of our currency in trade channels.

The present banking law of the country was framed in 1863 largely to assist the treasury in financing the Civil War by creating a market for its bonds as a basis of circulation or to secure deposits of government moneys. The law is somewhat different now in relation to the kind of bonds acceptable as security for Government deposits, but that makes little difference, since only surplus funds are ever placed on deposit, and from 100 to 250



millions of currency of the country is always tied up in the treasury. Moreover, the banks will not carry bonds to secure deposits unless their price will warrant it; so that the Government, even when anxious to do so, finds it difficult often to get its money out of its own vaults and into circulation when needed.

Another feature of the system is that it makes the Secretary of the Treasury the arbiter of the question whether or not the money shall go out of the treasury vaults, and how much, and when, and where it shall be deposited, and how long it shall remain on deposit. As every dollar so deposited increases the bank's loaning power from four to six times that amount, and when the funds are removed the bank's reserve is at once reduced and loans must be called to restore it, so that the Secretary of the Treasury has, under this system, a tremendous influence over the volume of private credits and through them over the commerce of the country, and no man can tell in advance how that officer will exercise his authority. Bankers may guess that he is going to make deposits and so extend their loans only to find themselves mistaken and themselves and the borrowers in distress; or they may guess the other way, that he is going to withdraw deposits, and refuse to extend their loans, only to find they have unnecessarily interfered with the commerce of the country by so doing.

Another maladjustment is the "greenback"; that is to say, the national system in vogue for the emission of our national currency, with the result that we have a currency which has been and still is unresponsive to our needs. The volume of gold fluctuates with the output of the mines and its ebb and flow internationally, but there is little (Prof. Scott said "not the slightest") connection between this fluctuation of the volume of our gold currency and our currency needs. Yet these needs recur with the seasons, a hundred millions more money being needed in the spring and fall than in mid-winter and mid-summer. The volume of silver (certificates) is absolutely fixed at 1,500 millions; nor has the volume of greenbacks increased a dollar since January 1, 1879—$346,600,000, the amount then outstanding. So there is only our bank notes and gold currency that can fluctuate in volume, and bank notes can increase in volume only as the banks increase in number, the law requiring a new bank to invest a certain part of its capital in Government bonds, the banks issuing notes against the bonds. Then, too, when the price of Government bonds is low, the note issues may increase but they will decrease as the price of bonds advances. The price of Government bonds therefore largely regulates the volume of bank note circulation, whereas a sound system would adjust the volume of circulation to seasonable needs of the country without reference to the price of bonds. The effect of the system is this, that "during periods of greatest demand, normally in the fall of the year, we have an inadequate amount of currency to meet our needs"; therefore, markets are then depressed and prices are then at their lowest, a condition that is reversed during the season of least demand—mid-winter or mid-summer.

The third maladjustment is the "system of independent reserve"—the cash required by law to be held by "country" banks, "reserve city" banks, and "central reserve" banks, equal to 6 per cent of "country" banks' deposits; 12½ per cent for the "reserve city" banks, and 25 per cent for the "central reserve" banks. By virtue of this law there is at this time locked up in the banks of the country about $1,500,000,000, not one dollar of which can be lawfully circulated, no matter how urgent may be the demand for currency; nor is it sufficient to protect the banks at a time of crisis. Rather, the reserve requirement at such a time compels the banks to protect themselves by calling in loans to replenish their reserves, thus depriving business men of the accommodations a bank should give to every man entitled to it at the time when as a business man he most needs credit and the protection of the banks. Such a system develops financial crises — panics, always the sequence of unsound banking or unsound business methods assisted by reckless banking. What happens in this country at such a time is this:

> Not only the rotten concern goes down, but it carries five hundred perfectly sound ones down with it. When a rotten bank fails, it carries seventy-five to a hundred sound ones down with it, and causes the greatest havoc in this country of a commercial crisis, because of a financial crisis which follows it and which creates those disturbances among perfectly sound members of the community and inflicts the greatest part of the suffering upon people who are in no sense responsible for the original cause. If you don't believe that, gentlemen, study the history of any commercial crisis we have had, and you will find that more than 90 per cent of the business men who failed in times of the crisis ultimately paid 100 cents on the dollar, showing that they were perfectly sound, had abundant assets but could not turn their assets into cash under any circumstances, and had to go to the wall. Even a larger percentage of the banks that fail in times of crises ultimately pay 100 cents on a dollar, showing they were perfectly sound but went to the wall for the same reason, with the best of assets—gilt-edged assets—that could not be turned into cash because of the utter breakdown of our financial system.
>
> Gentlemen, it is nothing less than a crime that we permit that sort of thing in this country. The greatest commercial country in the world, the richest country in the world, [we are] the only country in the world that permits that state of things. England has not had a crisis of that kind since 1846; France has not had one since 1848; Germany has not had one since she has had her Imperial Bank. In all of these countries they are able to confine the disaster to the rotten concerns, and they are able at such times to give increased protection to sound business men and sound banks that are temporarily drawn into difficulties by the failure of rotten ones. In this country, just at the moment when rotten concerns go down, the whole system tumbles (because of our independent reserve law), and the greatest disaster is caused to people who are not responsible at all.
>
> It will be worse than a crime if we permit this country to go through another commercial crisis without modification of our financial machinery and do not make things of that sort impossible.

Prof. Scott then described how the call money market, with all its patrons on the Stock Exchange, absorbs the currency that ought to be used in commerce, the money flowing to New York from the country because the reserve law forces it into that city as the only market that can use it and still maintain its liquid character and how this fact has helped to develop the vast corporations of the country and the concentration of their ownership in Wall Street, or in the control of a couple of groups of financiers who control a small group of New York banks. It is true that in times of financial disaster, the ultimate source of assistance to which the banks of this country must look are those same interests in Wall Street, as our experience in 1907 so abundantly demonstrated, [when through their ability to supply bonds to obtain Government money deposits and to import gold, New York banks did not contract their loans as the interior banks had to do, although individual deposits declined in volume in New York and the reserves rose somewhat.]

What is the remedy? (1) To get rid of the reserve law and to create a system that will take this vast fund of currency out of the treasury of the United States and the vaults of the banks so that it can be used in commerce and trade when needed, by creating somewhere a great money reservoir with which the banks and business men shall be so connected that legitimate business can always get legitimate accommodations, and to connect the treasury with the banks to avoid piling up cash uselessly in the treasury.

(2) To create a flexible or automatic system for currency emissions and withdrawals, to adapt its volume to the needs of business at all seasons.

(3) To prevent the administration of the banks' natural reserves by private persons ("Wall Street") "whose interests are not primarily the commerce and agriculture and industry of the country, but the carrying out of great financial enterprises."

What is the way to do these things? The problem is not unique with us. All the great European commercial nations have found the same problem. England, France and Germany have solved the difficulty for themselves, with their Bank of England, the Bank of France and the Imperial Bank of Germany, which hold the reserves of all the other banks and the deposits of those governments. Excepting the Bank of England (except in a great crisis when the bank act is suspended by parliament), these banks each issue notes against commercial assets; each discounts always and under all circumstances, particularly in times of crisis, commercial paper for other banking institutions, and each is controlled in such a way that its services are always available to all sections and all industries and all sorts and conditions of men under precisely the same conditions.

Now one might think that when such a system of central banking has served the needs of so various countries as England, France, Germany, Russia, Italy and Turkey, it might be used by us, but the prejudice of the country is certainly against a central bank. Therefore, the Monetary Commission, in searching for a substitute, turned to the clearing house system that has been in vogue in this country since 1853 and which has enabled the country to tide the banks over many crises; and the Commission has endorsed a plan to make that system permanent and to complete it by a central organization of the district associations of banks now represented in a general way by the local clearing houses of the country. This central organization is the National Reserve Association now being advocated by the National Citizens' League.

The League has not committed itself to the National Reserve Association plan absolutely, but it is committed to the advocacy of banking and currency reform as the greatest financial question which has confronted the people of this country since the Civil War, and if it is to be solved it must be by the united thought of the people.



Prof. Scott closed by urging his hearers to join, therefore, with the League in the non-partisan effort to put on our statute book "an act which will make a financial crisis in this country a thing of the past," and give us a banking system which is worthy of our great commercial importance.

On motion of H. G. Morgan of Pittsburgh, seconded by E. Steen of Baltimore, Prof. Scott was given a vote of thanks for his address.

This concluded the first session.

FIRST DAY—SECOND SESSION.

The afternoon session began with the report of state vice-presidents, by Charles T. Pierce of Van Wert, Ohio, read by Secretary Taylor, which in very brief general terms reviewed the crop year just closed—a year of extraordinarily high prices.

STATISTICS.

The annual statistical report was read by J. W. Anderson of Kansas City. The report said that many dealers lost money by selling hay during the progress of the reciprocity campaign, which ended in failure of the agreement. The 1911 crop was smaller than for several years. The acreage was 45,017,000; the average production, 1.1 tons; and the yield 47,444,000 tons, against 64,938,000 tons in 1909. The heaviest losses were in the Central and Eastern states. The quality was below average; the average price for United States, was $14.64; total value, $694,570,000.

LEGISLATIVE REPORT.

The report of the legislative committee was read by Chairman Charles J. Austin of New York, but it was in the main prepared by John B. Daish of Washington. The activities of the committee were concentrated on a few points, such as the bill of lading bills in Congress; the bill to abolish the Commerce Court, which was opposed; the bill to prevent undue delays in the settlement of claims, by Senator Clapp; bill to punish by fine and imprisonment any one breaking a car seal, and various others.

CROP IMPROVEMENT.

Bert Ball of the Crop Improvement Committee made an address on the work of that body, in the nature of an appeal to the Association to project itself into this work and keep step with the other trade organizations now doing so. He told what had been done, and described the start of the county unit work in Kankakee County, Ill., on the county demonstration plan. There is now at least one demonstration farm in nearly every agricultural state. Kankakee County will spend $10,000 a year on this work for at least three years (so much is now pledged). Mr. Collier is in charge and he has been so successful that the United States government is going to co-operate with him. He has organized every one of the seventeen townships and has fifteen representative farmers as assistants, and on every farm that is entitled to it there is a sign: "This farm stands for soil and crop improvement." This committee of fifteen farmers has supervision of the work being done in the seventeen townships, and see that each one holds up its average with the best. This co-operation for good farming has naturally enough extended to other co-operative activities, such as giving a man pecuniary help in case of an emergency calling for it; and in the immediate future there will be there a teacher of domestic economy to look after the home life. It is a wonderful work. During the year many conferences are held in the townships to discuss the details of the work, each meeting to have some one definite question to take up and no more.

Mr. Ball asked for the co-operation of the Hay Association in this work. The Crop Improvement Committee wants the Association to aid in getting the local newspapers to publish a page of information on hay production, to be sent free in plates to all papers that will print it. This and other pages of instruction are furnished at $2 each, and the Crop Improvement Committee asks your co-operation by the appointment of the best committee you can name.

On motion of Mr. Gregg the chair was authorized to appoint a standing committee for this purpose.

ORGANIZATION IN THE HAY TRADE.

C. D. Carlisle of Kansas City made an address on "Necessity for National Organization of the Hay Trade." Among other things he said:

In every business there are those who for some reason or other, at some time or other, do not want to "play the game," or, at least, do not want to play it, according to the best standards by which it should be played; and if they are not held to a certain line of conduct by organization, but are free lances to do what they please and when they please, everybody else in the business is liable to suffer from their misdirected action, and the business itself is liable to be brought into disrepute. Organization, therefore, is the first step in the practical application of a code of ethics in any business, and the promotion of such a code is one of its finest results.

Again, organization is the means of disseminating information, the means of fostering acquaintances, the means of enlarging one's list of social and business friends; and if this is true in local organizations, it is all the more true of national organization. In fact, the history of all effective working bodies which touch a large number of people is that the formation of local organizations is almost immediately followed by the grouping of those organizations into an organization at large, which takes in different sections of the country and gets strength from the very broadness and extent of its operation.

This is an age when almost every line of business has to look out for itself, and all the firms engaged in that line have to unite their interests for the general good of that class of trade. Not only does the individual firm have to be watchful of its rights, but all the firms in that class of business have to be watchful of the general rights of that business. This is seen in the fights which various classes of business have to make for railroad freight rates, for railroad equipment to handle the business, and the railroad accommodation in handling the business; for and against local and national laws affecting that class of business, etc.; and all of this can best be done by an organized effort; in fact, it can't be done in any other way.

The hay business is no different from any other business in this regard. It has come to be a business of itself, of enormous magnitude. The fact that it is a business of itself, makes it necessary that it not only be carried on according to the best standards of organized business, but that its rights be protected and its privileges be fought for, and this cannot be done except through a working and distinct and aggressive organization.

There are certain problems in every man's business all the time which require organized effort for their solution. Any organization can reach its highest efficiency only through a co-operation of the largest number of those engaged in the business. If in any one line of business there is a large number of people who are not co-operating in any way with the central organization of this business, not only are they deprived of the benefit of the organization, but the organization itself is weakened. It is as much a man's duty to be friendly with those who are in the same business as he is and to work with them in a friendly and co-operative way, as it is his duty to be friendly with his neighbor and to work with the neighbor in a friendly and co-operative way for the building up and protection of his neighborhood and all other interests that neighbors have.

Again, "No man liveth unto himself," whether this be applied to his neighborhood or to his business neighbor; and it is no more right nor just for a man to let other men do the thinking and the work necessary in building up his line of business without co-operating with them than it is for him to let other men do all the work in making his city a good place to live in or his neighborhood a good place for his family to reside in.

This organization should have the co-operation of every hay man in the country. It should not be weakened locally or nationally by men in business refusing to come into it on the theory that other men will do all the work for them. The problems of one are the problems of all, and the problems of all are the problems of each one, and this organization is the means of solving those problems in the only way in which they can be solved for all.

The pleasure of meeting as we are meeting at this convention is possible only through such an organization as this; and one of the delightful things of business is to get together once in a while and vary the monotony and get the grime out of our everyday business transactions with social pleasures which makes for better understanding of each other's difficulties; because when we do not see people as we imagine them but see them as they are—whenever we look into the face of a man and shake him by the hand and have a little talk with him, we are pretty apt to find out that he is just as honest, as well meaning and as agreeable and as smart as we are, although we might not think that he is as good looking.

Mr. Carlisle was given a vote of thanks.

J. A. Heath in prefacing a paper on the "Value of the Commerce Commission to Shippers," digressed a moment to inject a thought apropos Mr. Ball's remarks, by showing what happened in a little locality in Michigan as regards beans. The average crop of beans in the state is about thirteen bushels per acre. There was one small locality where the farmers were rather discouraged, and they made some experiments in regard to improving their seed; and it is an actual fact that in that particular township, the last season, the average crop was twenty-seven per acre. Now just think what that would amount to in all Michigan, which has about 500,000 acres under beans each year. It would mean $10,000,000 more for the farmers of the state; and so I think Mr. Ball's ideas about seed are worthy of your earnest consideration.

S. W. Miller of Greenville, Ill., read a paper on "Fire Insurance on Hay."

This concluded the second session.

SECOND DAY—THIRD SESSION.

The work of the second day began at 2 p. m., the morning having been spent in an inspection of the hay market of Kansas City, and on riding through the city and its parks and over its boulevards.

SECRETARY'S REPORT.

The session began with Secretary J. Vining Taylor's report, in which he says that the Association now has 906 members, of whom 201 became members during the past year. The membership resides in thirty-nine states of this country and in Canada, and during the year several states became represented for the first time.

The number of arbitrations was larger than ever, forty-one cases being submitted during the year, of which five were handled by the committee, nineteen were compromised or disposed of by the efforts of the Secretary, ten are in preparation, and in seven cases members were suspended for refusing to arbitrate or to abide by the committee's decisions. In addition 200 cases of differences were

disposed of by the office of which no record had to be made. In order to reduce the chances for differences, the Secretary prepared a confirmation blank for members' use, but only a few members have made use of it. Nor do members familiarize themselves with the Trade Rules, although all members are provided with them; nor are the members careful in their dealings with strangers; and the Secretary finds no small part of his work growing out of this fact—trying to warn the trade of sharpers and illegitimate dealers, information of whom can get to him only from those who have suffered by them and notify the office thereof.

The crop reporting work has been hampered by slow reports from members or by their total neglect to answer inquiries sent by the Secretary.

The Secretary sent out during the year about 65,000 pieces of mail matter and has made 277 calls on the trade in 166 towns, traveling over 11,000 miles. Mr. Taylor, in reading his experiences during the year, says: "Never have I called upon any member for assistance but it has been cheerfully rendered."

The financial statement showed an income of $8,203.98, which with balance on hand of $6,020.63, made a total turnover for the year of $14,224.61. The disbursements were $7,520.27, leaving on hand July 17, 1912, $6,704.34.

The states credited with over 20 members and cover each, in the order of total membership, are as follows: Ohio, 129; New York, 74; Pennsylvania, 69; Indiana and Michigan, 67 each; Illinois, 46; Missouri and Virginia, 44 each; Tennessee, 38; Maryland, 28; Florida, 24; Kansas, 23; Oklahoma, 20.

COBURN ON ALFALFA.

First Vice-President Wilkinson on taking the chair, introduced F. D. Coburn, secretary of the Kansas State Board of Agriculture, the "Father of Alfalfa" in this country. Mr. Wilkinson referred generously to Mr. Coburn's distinguished services to agriculture in this country and added: "A man who has turned down the highest office (senatorship by appointment) that could be given him by the people of the state in which he lives to continue a life of usefulness in the field that he had chosen to work in, is certainly a man of character and stamina."

Sec'y Coburn then read a well-considered paper on "Alfalfa" which will appear in full in Secretary Taylor's official report of the convention to be published in pamphlet form in the near future. On motion of Mr. Cole of Kansas City, the Secretary was instructed to print 25,000 copies of the paper for distribution by the members.

TRANSPORTATION REFORM.

Judge Prouty of the Commerce Commission then delivered an address on the work of that body. The formation of the Commission about 25 years ago was brought about, he said, by the chaos that then existed in railway rates and the practice of granting special and private rates to those who were in the roads' favor or could force the roads; and so it came about that the man who was able to do business was he whom the traffic manager permitted to do business. The first purpose of the commerce act, then, was to give all shippers the same rates under the same circumstances and to create absolute and complete equality. The result is that "all you gentlemen are now engaged in the hay business because every man has an equal opportunity before the law to engage in it."

The second purpose of the law was to hold the railroads down to equitable rates. Railroads are natural monopolies; and if permitted to fix any rates they chose, they could literally tax all property for their own benefit. So by 1887 the public had come to believe that rates were exorbitant and the law was amended to require that they should be reasonable.

Both of these purposes the law has undoubtedly accomplished; not that there is no discrimination now, nor that the law is not now violated by carriers and shippers; but these things are being daily adjusted and violations punished. Rates are now reasonable on the whole, although many are still too high and some are too low.

Some financiers, Judge Prouty said, are of the opinion that if the Commission and the law were to remove all hindrances to an increase of rates and the public to cease to protest, still the advance could not be made, because an advance in rates would defeat itself by stopping traffic. This might be true in some localities and as to some things; but generally speaking, it would not be true. As to hay, now. Of the [60,000,000] tons grown, 17,000,000 are transported out of the county in which the hay is grown, the rest being fed at home. If 1c were added to the rate, it would mean 20c a ton, or $3,400,000, all of which would go to the carriers; but the trade would go on just the same. It is necessary to keep watch over rates that they be not made too high; but the great dangers to the public of 25 years ago—discrimination and unreasonable rates—have been done away with; "the danger point today is, I think, the inadequate service and the inadequate facilities." Service Judge Prouty conceived to be of more moment to shippers than any slight difference in rates, and service, he said, shippers must have. Five years ago inefficient service caused crops to rot in the West because they could not be taken to market, and people in the Northwest suffered from cold because they could not get coal. The panic of 1907 relieved a then desperate situation, but not before men had begun to talk of Government ownership as a remedy for bad service; and a continuance of 1907 conditions for another year might have resulted in something approximating Government ownership. It ought to be within the power of the Commission, he said, to order improvement of the service as well as to control rates.

Judge Prouty turned then to the other side of the shield:—the duty of the Commission to the railroads. Originally the commerce act was intended to protect shippers only, and Judge Cooley, an eminent member of the Commission, so declared once in an opinion. But times have changed; and the Commissioners have come to believe it their duty to see that the railroads also are given reasonable rates. Having only their earnings as sources of revenue to make their investments profitable, it is manifest that although a railroad is a public servant it must be allowed to charge reasonable rates for its service in order that it may maintain itself and provide the necessary facilities for handling its business, and pay interest on its securities and dividends on its stock, both of which are held by the public, and so preserve its credit. "I ought," then added Judge Prouty, "as a member of the Commission, in passing upon the reasonableness of a rate, to bear in mind the fact that that property has been dedicated to the public use upon the theory that it is to have a fair return in income. But if I were to lay entirely out of view the interests of the railroad, if I were to consider your interests and your interests alone, it would still be my duty, and my highest duty, to you to allow the railroad a sufficient rate so that it might from that rate obtain the needed revenue with which to develop its facilities, with which to maintain its credit, with which to give you the service which you must have and which you cannot otherwise enjoy."

Concluding his address, Judge Prouty touched upon the very important matter of the power of the Commission over service, as follows:

I said to you that the important thing was the service. I have just been holding an investigation up in New England in the railroad conditions, and the cry there is, not for a lower rate, but for better service. My observation there, and my observation in every place, has convinced me that at the present time the railroad service of this country in certain places and in certain parts is pretty good, and in other places and in other parts is mighty poor. If you take the service between two great commercial centers, like Chicago and New York, it is almost unexceptional. I doubt if there is any place in the world where the freight service is better. It turned out in my investigation up in New England that if you shipped out anything from Boston, it went to its destination by almost express service. It is 250 miles from where I live to Boston; and a merchant in my little town receives goods from Boston in twenty-four hours. But Lowell and Nashua are fourteen miles apart. It appeared in that investigation that it took a week, oftener than otherwise, and never less than two or three days, to send anything by freight that fourteen miles from Lowell to Nashua. When you get off the main line thoroughfares, when you get to a point on a railroad that is local to that railroad, where there is no competition, you get an extremely poor service in the United States.

Now, I think, gentlemen, that that should be corrected. You are interested in having that corrected. What you want at all points is a reliable, a safe and a dependable service. I believe the Commerce Commission will be able—I hope that this very investigation may result in the formulation of some rule and the adoption of some method by which this local service will be very much improved. If it is not improved, then I think that the Commerce Commission, or somebody else, should be given some jurisdiction to improve it. At the present time we have no authority over the service of railroads, but only over their rates.

And what I want to call your attention to in particular is the possible recurrence of conditions like those which existed in 1907. As I have told you, I came down here and spent three or four days in examining shippers and railroad witnesses as to those conditions. I can best tell you what the remedy ought to be by pointing out to you what the difficulty was. The railroads of this country, while they are owned and operated by different companies, are really all part of one great system. Under ordinary circumstances, the cars of one railroad move freely onto the line of another railroad. I used to be attorney, years ago, for a railroad up in Vermont known as the Rutland Railroad. It owned, I believe, in all something like a thousand cars. Not very long ago I went across the continent, and away out beyond the Rockies I looked onto a sidetrack and saw standing there a car marked with that familiar name, "Rutland Railroad." It shows you how completely the cars of one section go into another section, with some few marked exceptions. Now, when the pinch came in 1907, every railroad undertook to protect itself. The M., K. & T., for example, would originate a carload of hay which was destined to some point on the Chicago & North Western. It would bring that carload of hay up to Kansas City, but it said: "My car shall not go beyond my own line." It became necessary, you see, to unload that car at Kansas City, and it became necessary to secure some car to put that load onto. The North Western didn't reach Kansas City. No line which did reach Kansas City would suffer its car to be used for that purpose; and you had to wait a week or ten days or two weeks, until by some hook or crook you got hold of a North Western car down here. Well, now, you can see what the result was.

That very thing today would paralyze the railroad transportation of this country. I don't say that the traffic could have been handled in 1907 with the equipment and the facilities which then existed, but I do say that if the Commerce Commission, or any other sensible men, had had the authority to do it, they could have very much ameliorated and almost done away with the serious condition which existed. Today the Commission has no authority except over rates. It has no power to make a schedule. It has no power to do anything except to fix the rate; no power over the operation of the road. If you are to deal with situations like those of the period, somebody must have the power to say, and say right off, without any foolishness about it, to the railroads of this country, "Your cars shall go here and there." It must have power to say to the railroad that receives that car, "You shall transport it to destination, and you shall send it back." It must have absolute power to dictate the movement of this equipment; and with that power it can go far toward breaking up these embargoes, these congestions, these interruptions of traffic which so frequently occur. (Applause.)

Now, there is one other thing. We found at that time that there was a shortage of railroad facilities. Beginning with 1896, the railroad business of this country had steadily developed at the rate of about 12 per cent to 17 or 18 per cent increase every year. Managers of our railroads had said, "This thing can't continue." They hadn't provided facilities upon the theory that it was to continue, and the result was that in that year there came the greatest increase of all, when no increase had been expected, and everybody was found short-handed. There weren't tracks enough, not cars enough, and especially there were not terminal facilities to handle the business. For the last five years the facilities have been reasonably adequate. For the last five years, I think that most railroads have operated upon the theory that they must provide facilities which are in excess of the business which they are obliged to handle; but a great many of our poorer railroads do not. When stress comes there is no distinction between the good road and the bad road. The provident road has to answer for the sins of the improvident road.

Now, gentlemen, if that situation is to be dealt with, some tribunal has got to have that power. It must have power to say to every railroad which engages in interstate commerce, "You shall provide your share of the terminal facilities; your share of the tracks; your share of the motive power; and your share of the cars." And unless it does possess that power, you can't deal with the situation when it arises. You may say that would be a very foolish thing to do, to allow the Commerce Commission to order a railroad to put its track in order, increase its terminal facilities, or increase its equipment, unless it stood ready to furnish the money with which to do it. Of course, no order of that kind ought to be made, and of course no order of that kind would be made ordinarily. But, gentlemen, could anything be more helpful of the situation than to require the Commerce Commission, through its experts, to inform itself of the physical capacity of every railroad in this country, to enable it to make up its mind whether it ought or ought not to make additions to its facilities, and to inquire whether it could or could not provide the necessary funds for that purpose? It seems to me that that thing would bring the Commission into touch with the railroad situation in a way in which it must

come in contact with it, and in the way which would be the best. I think, finally, that the government of the United States will be obliged to resort to that expedient.

Now, gentlemen, in conclusion, I want to recapitulate once more this thought, which, as I have said to you, I attach most importance to. It is not a popular thought, but it is a thought which you ought to have in your mind and which you ought to consider. If the Commerce Commission has been of any service to this country, it is because in the past it has enjoyed the support and the confidence of the shippers of this country. If that Commission is to be of any benefit in the future, it must enjoy in the same measure that confidence. In the past, as a rule, the orders of the Commission have been in reduction of rates, rather than in permitting their advance. There have been some conspicuous exceptions to that rule, and the National Hay Association is one of them. In your suit, we decided that the advance might be made. I dissented from that opinion, but I cheerfully admit that my associates were right. But as a rule, our orders have been in the reduction of rates. Now, I am not saying to you gentlemen today that I think there is no immediate danger of an advance in rates. It is only a year and a half since the Commerce Commission, after a most elaborate investigation, most painstaking consideration, arrived at the conclusion that there ought not to be any general increase in rates. But, gentlemen, this is a time of change, and no man can forecast the future. The cost of living is advancing. The cost of almost everything which a railroad buys is increasing. Wages which they must pay are increasing. There is now in process of arbitration in the City of New York, before a very eminent board of arbitration, a question touching an advance of the wages of the engineers and an official classification. I noticed that Mr. Worthington said yesterday that if the claims of those engineers were allowed, and if the claims of the firemen and the other employes which had already been made in the same line were allowed, it meant an addition to the expenses of the railroad in that territory of $63,000,000 a year. It is possible, gentlemen, that the value of a dollar, that thing by which you estimate the price of everything, has decreased, so that 100 cents, 100 pounds, today may, in fact, be less than 100 cents or 100 pounds were ten years ago, although the statement of it is the same.

So I say to you, gentlemen, that no man can foretell whether in the years to come it will be or it will not be necessary to allow some increases in the transportation charges of our railroads. What I desire you to remember is this: That if that time comes, it will be the duty of the Commission to permit that advance. It will not only be its duty as an act of justice, but it would be its duty to you in the highest conservation of your interests. Gentlemen, I thank you.

Messrs. Wasmuth of Indiana and Feltman of Illinois, both congratulated the Association on the address of Judge Prouty. Mr. Feltman especially endorsed the statement of Judge Prouty, that the Commerce Commission and the commerce act have saved both the hay and grain businesses from the hands of monopolists and restored the self-respect and moral well-being of all independent dealers in those commodities, who under old conditions were "absolute moral cowards—every last one of us."

A vote of thanks was given the speaker.

GRADES OF HAY.

The report of the committee on grades was read by Maurice Niezer of Indiana. The gist of the report was that in accordance with the recommendations of the Niagara Falls convention of 1911, the committee had presented the then recommended changes on the National Grade Rules before the directors at Cleveland in March last, and that body authorized the committee to recommend to the Association the following in the grading rules for hay:

First: That the grade known as "Choice," or "Prime," timothy be discarded.

Second: That a grade be established to be known in our rules as "Standard Timothy" and described as follows: Shall be timothy with not more than one-eighth mixed with clover or other tame grasses, fair color, containing brown blades, sound and well baled.

Third: That the rule for grading "Light Clover Mixed" be changed to read one-third instead of one-fourth clover mixed.

Fourth: That a grade be established to be known as "Heavy Clover Mixed," with at least one-fourth timothy, sound and well baled.

Fifth: That the words, "No Grade," be cut out of the Rules and the word "Sample" be substituted therefor.

After a very brief discussion of the report it was adopted without opposition.

REPORT ON PRESIDENT'S ADDRESS.

Mr. Morgan of Pennsylvania read the report of the committee on the President's address, in which the committee approved the recommendation that the leading markets should make provision for the appointment of hay inspectors to operate under the control of this Association.

The committee also recommend that the Association make every effort to prevent the abolition of the Commerce Court.

As to the Crop Improvement Committee work, the committee recommend: (1) The appointment of a standing committee of five; that the Association subscribe for ten crop improvement plate pages to be furnished free to ten papers each month to be selected by the committee, and that through the Secretary they furnish short miscellaneous articles pertinent to the subject of hay to be used in hay pages, etc. (2) That the committee co-operate in obtaining volunteers to extend this service and hold hay improvement meetings at various points throughout the hay states, at which meetings the best methods of procedure for hay improvement shall be discussed and a local committee appointed to draw up an agreement for a uniform line of procedure, to be signed by the hay growers attending such conferences. (3) That the Secretary shall cooperate in obtaining joint meetings of commercial clubs, bankers, merchants, grain buyers, farmers, superintendents of schools, and all others interested to form local county crop improvement associations, with a view of employing a trained agriculturist of business tact and judgment, who shall be satisfactory to or be recommended by the state agricultural colleges of the respective states, in conformity to the plans of the Council of Grain Exchanges. Said committee is authorized under certain conditions to state that the Council of Grain Exchanges will obtain and contribute $1,000 to any county which will consummate such an organization, and full instructions will be furnished upon request by the Council of Grain Exchanges.

On motion that portion of the report referring to the Crop Improvement Committee was referred to the board of directors as it involved the expenditure of money. The other portions of the report were adopted.

ELECTION OF OFFICERS.

The nominating committee, by Chas. England of Maryland, reported, recommending the election of the following officers for the ensuing term:

E. Wilkinson of Birmingham, Ala., president.

W. L. Harris of Inola, Okla., first vice-president.

H. H. Bascom of Boston, Mass., second vice-president.

Directors (two years)—P. E. Goodrich, Winchester, Ind.; J. G. Cole, Kansas City, Mo.; R. B. Clark, Chippewa Falls, Wis.; C. C. Ramey, New York City; H. W. Robinson, Green Spring, Ohio.

The report was received and subsequently the officers named were duly elected.

A QUESTION OF ARBITRATION.

A motion was made by Mr. Bridge of Chicago that E. W. Fisher & Co. of Chicago, suspended for refusing to arbitrate a difference, be allowed to explain in person. Being so permitted, Mr. Fisher recounted his case; and said that at the time he refused to arbitrate he did not know the effect of such refusal on his standing as a member. Since his suspension his firm had been sued on the account in issue, and that the case had been adjudicated, after three trials, each time in their favor. A motion then made to reinstate the firm as members was declared out of order, as Rule 9 of the Arbitration Rules of the Association gives the board of directors absolute and sole jurisdiction in such cases.

The chair having announced a special committee on alfalfa grades, the session was adjourned.

THIRD DAY—FINAL SESSION.

The final session opened with a motion to express the convention's thanks to the Peoria delegation for the entertainment afforded by the delegation band.

The convention then took up a report by the board of directors to whom had been referred the matter of the suspension of E. W. Fisher & Co., that they would report it back to the convention without action and without recommendation.

Mr. Bridge then moved that E. W. Fisher & Co. be reinstated on payment of all dues and arrears.

To this Mr. Dewey of Ohio offered a substitute, to-wit, that Fisher & Co. be allowed to conform to the Rules of this Association; and if they conform to them, that they be admitted again to membership.

After a long and remarkable debate, the substitute motion prevailed; and Fisher & Co., although the courts at Chicago have three times adjudicated the case at bar in their favor, will now have to arbitrate the case before the committee before they can be restored to membership in the Association.

TRANSPORTATION REPORT.

The report of the transportation committee was made by H. W. Robinson of Ohio. The report said the most important question before the committee had been the reconsignment charge; and that the agreement to abide by a universal charge of $2 in C. F. A. territory has been abrogated by this Association in view of the failure of certain freight officials to abide by their agreement in regard to the same charge. The committee is in hope that the investigation of the Commerce Commission into the railroad methods of weighing hay will assist in settling the reconsignment matter also. The report especially condemns the practice of certain roads of making shippers weigh their own hay as loaded and supply the railroad agent with a sworn statement of the weights furnished.

The embargoes of the year in the Eastern markets the committee believe to have been justified and on the whole beneficial to the trade by preventing severe market changes.

The committee recommend that the new administration continue the effort to adjust rates to the South and in the South and to compel the carriers to furnish better weighing facilities for hay shipments.

The report was adopted.

ARBITRATION COMMITTEE.

Mr. Niezer of Indiana read the report of the arbitration committee. Five cases out of 41 submitted to the Secretary were handled by the committee, but in no case was a settlement arrived at, owing to "trouble with the grades, a point not made clear at the very outset." The Secretary was commended for his excellent work, having himself effected settlements in nineteen formal cases, nearly half of total number submitted, and in innumerable informal ones submitted to him.

The committee recommend greater care and particularity in making offers and confirming trades, which should be in writing; and to that end the committee recommend that—

the Secretary be instructed to print a blank "Confirmation of Sale" and "Confirmation of Purchase" in the next "Annual Report," as guides to be copied by members as a "standard confirmation of sales"; and that no sale, however small, be made but that one confirmation be mailed representing each car sold; and that these confirmation blanks be made in book form in duplicate by members of the Association, as their private property and be used by them as a uniform system the country over; and that when a case of dispute come up to arbitrate, you have this duplicate confirmation of sale with duplicate invoice and all the letters attached to that car read, etc.

The committee believe that cases can be handled better and more expeditiously by meeting in banc once or twice a year and by hearing oral evidence, instead of shipping the papers around to the members of the committee at their homes. By the latter system "much time is lost and the view of one member does not conform with [that of the] others, and the result is that the case is not disposed of."

The report was referred to the directors and a vote of thanks given to the committee.

ALFALFA GRADES.

The special committee on alfalfa grades reported making the following recommendations for grading rules:

Choice Alfalfa—Shall be pure alfalfa of a bright green color, fine stem, leafy and well baled.

No. 1 Alfalfa—Shall be coarse alfalfa of a bright green color, or reasonably fine leafy alfalfa of a good color, and may contain 2 per cent of foreign grasses; a trace of air-bleached hay on outside of the bale allowed, but must be well baled.

Standard Alfalfa—Shall include all alfalfa not good enough for No. 1, including pure, sound, brown alfalfa. Also bright alfalfa containing not more than 5 per cent foreign grasses, sound and well baled.

Sample Alfalfa—Shall include all alfalfa not good enough for other grades.

In the debate it was contended that the coarseness of alfalfa does not depend on the cutting (first, second, etc.) but on the place where it is grown and when it is cut. As to feeding value, there was a difference of opinion. Some held that coarse alfalfa is preferred in the alfalfa country for work horses, while some held that the brown is

preferred to the green colors because it is a matter of texture and foliage; "sound brown hay with foliage is good feed." Mr. Dowd said feeders prefer dark hay which gets its color from the way it is cured. Mr. Hubbard, an alfalfa miller, said brown hay is the result of stacking when the hay is too green, and hay browned from weather is damaged; therefore, bright green hay is better than the brown—feeders think so and analysis says so.

The rules are a radical change from former descriptions, the "choice" grade especially being one created at Kansas City, and the others are substantially those in use by the Kansas City Hay Association.

The "Standard" grade was amended to read "reasonably coarse" and "sound and well baled."

Mr. Coleman of New York said in that state alfalfa is always mixed with timothy—timothy and alfalfa are sown together, half and half.

Mr. Morgan of Pittsburgh said the Eastern trade does not want a very coarse alfalfa, but would accept hay that is "reasonably coarse"; to which Mr. Brubaker suggested that he order specifically "fine stem No. 1"; and if it is cut green and at the right time, it will not be coarse enough to be objectionable.

The word "reasonably" was then added to the No. 1 Grade description before the word "coarse"; and the word "sound" inserted in the "No. 1" and "Standard" descriptions.

RESOLUTIONS.

The resolution committee reported (Mr. Robinson) recommending the adoption of the following [in outline]:

Resolutions of thanks to the Association's hosts at Kansas City, to President Goodrich, Secretary Taylor and the speakers of the meeting.

Making it the duty of the state vice-presidents to notify the secretary of pending legislation in their several states, affecting the hay trade.

Approving work of the National Citizens' League for banking reform.

Asking Congress to retain the Commerce Court and to endow it with power to review orders of the Commerce Commission which deny relief asked for by shippers; that is, approving the bill, H. R. 25596, to give the Commerce Court jurisdiction to review negative as well as affirmative orders of the Commerce Commission.

Approving the proposition that the Federal Government provide protection against floods by the Mississippi River, together with the improvement of that stream for navigation purposes, and for the protection of the deep sea channels at the mouth of said river.

The report was adopted.

INVITATION TO PEORIA.

Mr. Campbell, on behalf of the Association of Commerce of Peoria, seconded by President Feltman of the Board of Trade of the same city, then invited the Association to hold the annual meeting of 1913 at Peoria, an invitation that was accepted.

The session closed with a brief valedictory by President Goodrich, followed by inaugural addresses by the new officers who were present, to-wit: President Wilkinson, Second Vice-President Bascom and Directors Cole, Clark, Ramey and Robinson.

Duluth during the crop year 1911-12, ended July 31, handled 71,913,411 bushels of grain, against 44,268,871 bushels for the year previous. The increase was in part due to receipts of Canadian wheat during the winter, there having been 22,166,507 bushels of bonded grain in the total.

[For the "American Elevator and Grain Trade."]

NORFOLK AND WHAT TO SEE THERE.

FOREWORD OF THE COMING CONVENTION OF THE GRAIN DEALERS' NATIONAL ASSOCIATION FOR THE YEAR.

BY CHARLES QUINN.

The Grain Dealers' National Association is to hold its next annual convention at Norfolk, Va., October 1, 2 and 3, and already hundreds of members are making preparations for the gathering. That the convention will be the most largely attended of any annual meeting ever held by the Association seems assured. Many grain dealers who have never before attended a convention are planning to go to Norfolk, and are postponing their regular summer vacations in order to make the trip to the Atlantic Coast.

This is the first time the National Association has ever attempted to hold an annual meeting in the East. Heretofore the conventions have been in the Central West, the extreme boundaries of the convention zone being Minneapolis, St. Louis, Niagara Falls and Omaha. The mere fact that the Association is to hold an annual meeting at the Atlantic Seaboard is significant. It proves that the organization is growing; that it is becoming more national in its influence; that it is in no sense sectional.

Fully one thousand grain men are expected to attend the convention. There were about seven hundred at last year's meeting at Omaha. That Norfolk will be able to attract three hundred more visitors than did Omaha, appears to be a reasonable conclusion, when it is remembered that the Virginia city has many attractions not to be found in any inland center of population.

If it be true that "all the world loves a lover," it is equally a fact that all the world loves quaint and historic places. Where is the American who does not take a pride in the history of his country?

Those who go to Norfolk may fairly revel in the glorious deeds of the past. Situated on Hampton Roads, that splendid harbor and arena of knightly encounters, Norfolk and its environments are rich in every prospect to fire the heart of patriotism and sparkle the eye of Nature's lover. Land and sea abound in historic interest. The expanse of Hampton Roads was the scene of many gallant achievements of the American sailor, and the shores about are forever consecrated by the valorous blood of the American soldier. Here, in the Nation's infancy, the savage war cry roused the colonists. Here the English mariners met the ships of France. Here, in the Revolutionary War, and the War of 1812, American sailors set their battle flag and defied the power of Britain. And it was here, during the great Civil War, that the Monitor and the Merrimac inaugurated a new epoch in the naval construction of the world.

Every foot of Virginia is historic. To the lover of the past, to one who delights to linger over recollections of the early days of our country, the very air seems to breathe of great deeds, the speechless sod to exhale a fragrant incense to her brilliant achievements. It was Virginia that bore the burden of the Civil War. This proud old Commonwealth, the "mother of statesmen" and the cradle of Anglo-Saxon civilization on the western continent, was literally soaked in the blood of Northern and Southern soldiers during the four long years of that conflict.

What grain dealer does not want to visit the Old Dominion, especially when he can take his summer vacation and meet all his friends in the trade at the same time? During the first week in October, when the convention is to be held, Norfolk will be at its best. The intense heat of the summer will be over. The oyster season will be beginning. The dweller of an inland city who has never tasted a fresh bivalve, has a greater treat in store for him than he is able to anticipate. The entertainment committee at Norfolk is preparing a great "oyster bake" for their visitors. It would require a column of space to do justice to this function alone.

Those who go to Norfolk may return by way of New York on the same ticket by paying a few dollars extra. This will give them a ride on the Dominion Line steamers from Norfolk to the metropolis, and a trip up the Hudson from New York to Albany. With such a journey in store for the grain men of the country, who will say that the attendance at the Norfolk convention will not reach the one thousand mark?



NORTH SIDE OF THE HARBOR OF NORFOLK, VA.

ELEVATORS IN ALBERTA.

The influence of the lease of the Manitoba elevators on public opinion in Alberta has been quite pronounced; but in Alberta, while the co-operative movement has received additional impetus by the Manitoba lease, the expression of the movement takes the form of the Saskatchewan system of government help to the co-operators rather than of the Manitoba system of independent action by the co-operators.

Under the law of Saskatchewan, the provincial government lends its credit to the farmers for the building of elevators, the government loaning 85 cents to every 15 cents on the dollar that is provided by the farmers themselves for that fund, the farmers, however, remaining in control of the elevators when built. It is now proposed that the Alberta parliament shall enact a similar law to help the farmers in that province, and the plan is urged as better than the Manitoba plan because it "eliminates the possibility of political manipulation which resulted in the failure of the Manitoba government elevator system." But it was not "political manipulation" so much as the failure of the farmers themselves to patronize the state elevators that led to the failure of government ownership and operation.

On request of the W. H. Gardner Grain & Mill Co., the Farmers' Grain Co. and the Bellevue, O., Chamber of Commerce, has established a bureau for the inspection of grain and hay and has appointed as chief grain inspector, Wm. McKinzie, with F. J. Kurtz as deputy, and as chief hay inspector F. J. Kurtz, with Wm. McKinzie as deputy. The rules governing the inspection of grain are those of the National Association with a few minor changes, while those for the inspection of hay are those of the National Hay Association. The inspectors issue a certificate of inspection for each shipment.

COMMISSION

Payne & Becker of St. Louis, Mo., have established an office at Wichita, Kan., with Walter P. Innes in charge.

The Anchor Grain Co. is a new firm at Wichita, the members of the company being S. B. McClaren and C. E. R. Winthrop.

C. W. Hoyt & Co. have been succeeded by Hoyt-Blanchard Grain Co. at Wichita, composed of C. W. Hoyt and A. D. Blanchard.

George A. Plummer, with E. W. Wagner & Co., left that city recently on a trip through the Thousand Islands, the St. Lawrence and the East.

Harry G. Smith announces that he has associated himself on joint account basis with the firm of Crighton & Losier of the Postal Telegraph Building, Chicago.

The Morris-Parry Grain Co., Milwaukee, Wis., has been incorporated with a capital stock of $10,000. The incorporators are F. R. Morris, C. B. Rix and Thomas W. Parry.

L. H. Harrod, formerly of the Harold-Harrod Grain Co. of Wichita, Kan., has engaged in business for himself under the style of Harrod & Co., with offices in the Sedgwick Building.

The Bartlett-Frazier Co. of Chicago, Ill., has opened an office at 793 Brandeis Building, Omaha, Neb. W. G. Fuller, for some time past with the Updike Commission Co. of Omaha, is manager.

William B. Hatch, vice president of the P. B. Mann Co. of Minneapolis, Minn., has resigned his position to become manager of the Minneapolis branch of E. P. Bacon & Co. of Milwaukee, Wis.

John G. Smith, president of the Fort Worth Elevator Co. of Fort Worth, Tex., has purchased the membership of C. B. Gannett on the Wichita Board of Trade. Mr. Gannett will retire from the grain business.

J. G. Brady, manager of the Guarantee Grain Co. of Aberdeen, S. D., has opened a branch office in the Flour Exchange Building, Minneapolis, Minn. The company has been incorporated with a capital stock of $90,000.

Geo. L. Bowman & Co. is a new grain commission firm at Peoria, Ill., with offices in the Easton Building. Mr. Bowman is a native of Peoria County, but for some years past had been connected with the Chicago grain houses.

The McConnell Grain Company of Lima, Ohio, was organized July 15 to do a general grain business. E. E. McConnell is manager, and correspondents are Eastern Grain Co. of Buffalo, N. Y., and Logan & Bryan of Chicago.

E. W. Bailey of E. W. Bailey & Co., grain commission merchants on the Chicago Board of Trade, Chicago, Ill., returned home August 12 after a tour of the important countries of Europe. He reported all foreign crops would be large.

The Western Ohio Grain Storage Co. has been organized at Springfield, Ohio, to do a general elevator and grain business. The capital stock is $10,000 and the incorporators are John W. Burk, R. D. Patton, C. E. Braumiller, L. B. Miller and Oscar T. Martin.

Among the recent attractive post sales cards sent out by Rosenbaum Brothers of Chicago is one with a reproduction of the painting "Madeline." Some very cogent and suscinct reasons are given therewith as to why this well known Chicago house is a good firm to ship to.

W. J. Dowler, the assistant manager of the Winnipeg Grain and Produce Exchange Clearing Association, who has been with the association since its reorganization under the managership of F. O. Fowler, has severed his connection with the association. He is going to be associated in the future with the grain firm of Parrish and Heimbecker. The directors have appointed E. L. Cavanaugh assistant manager.

The Ramage Brokerage and Commission Co. of Texarkana, Ark., has been incorporated with a capital stock of $25,000 for the purpose of representing producers, shippers, packers and manufacturers to the jobbing trade exclusively. W. R. Ramage, manager of the company, has been actively engaged in the wholesale brokerage business for the last seven years, as active manager of the Gaines-Ramage Company of Texarkana.

As a preliminary to the surrender of the charter of the Armour Elevator Co. and the taking over of its business by the Armour Grain Co. of Chicago an old deed dated August 1, 1894, was filed for record July 25, in which Philip D. Armour, J. Ogden Armour and Philip D. Armour, Jr., conveyed to the Armour Elevator Co. the premises on Rees street, 116 feet east of Hooker street, 125x108 feet, southeast front, for a stated consideration of $330,000. Deeds showing the conveyance of this property and Armour "B" Annex and the Minnesota Elevator Annex on Goose Island by the Armour Elevator Co. to the Armour Grain Co. were also recorded.

The announcement has been made of the dissolution of the firm of Chapin & Edwards of Chicago. The firm has been in business for thirty-five years. Mr. Edwards retires from business and will spend the next few months in the East. Mr. Chapin has associated himself with Rumsey & Co. and will have charge of the cash and future trades in pork products.

Edward E. Felkel, president of the Missouri Commission Co., of St. Louis, Mo., was recently suspended from the Merchants' Exchange of that city for one year. The cause of the suspension which takes effect September 16, was the alleged commission of an act detrimental to the interests of the exchange, in that he wrote for the Co-operative Manager and Farmer an article to which the members of the Exchange excepted.

The Mississippi Valley grain elevator, located at the foot of Madison street, St. Louis, Mo., will be operated by the Schreiner Grain Co. and the Pendleton grain Co. of St. Louis as the St. Louis Elevator & Grain Co., with a capital stock of $25,000. Jacob Schreiner is president of the new company; Ralph J. Pendleton, vice-president; Leslie A. Cash, treasurer and manager, and Charles A. Schreiner, secretary. The elevator has a capacity of 1,500,000 bushels. Last year it was used by the Seele Bros. Grain Co. and the Armour Grain Co. of Chicago.

T. H. French, who has been manager of the Lake City Grain Co., Lake City, Ia., for the past few years, has resigned to accept a position as traveling representative for the Mereness & Potter Co. of Milwaukee. Mr. French is an experienced grain man, practically having spent his entire life in the grain business in the states of Illinois and Iowa, who is thoroughly familiar with the country conditions and the need of the average country shipper, and therefore ought to prove a valuable man in his new position not only to his firm but his country customers as well. His territory will include northwestern Iowa, southern Minnesota and South Dakota. Mr. French has aligned himself with one of the younger firms of Milwaukee, but one which has made a very rapid growth the past year and which already enjoys a wide acquaintance and a large amount of business in the territory in which he will work.

PERSONALS.

Dann Marun Price, a grain dealer at Griffin, Ind., was married to Miss Mabel A. Young, July 17.

Charles Smith, grain dealer at Evart, Mich., was married to Miss Nellie Meridith of Reed City, Mich., July 18.

H. W. West has the supervision of seven elevators in central Iowa. His headquarters will be in Weldon, Iowa.

Daniel W. Greenburg, chairman of the Idaho State Grain Commission, was married to Miss Emma Kube at Lewiston, Idaho, recently.

Edward Wilkinson of Birmingham, Ala., was elected president of the National Hay Association of America at the annual convention at Kansas City.

A. Groweg has disposed of the elevator, flour and feed business which he has conducted at Defiance, Ohio, for the past 32 years, and will retire from an active business life.

George W. Schroeder, of Remsen, Iowa, retiring president of the National Association of Farmers' Elevators, was presented with a gold watch at the annual convention recently held in Minneapolis, and the convention elected him an honorary member for life.

The Grain Growers' Grain Co. of Canada has appointed W. J. Lindsay, of the Matheson-Lindsay Grain Co., to manage the system of internal elevators leased from the Manitoba government, giving him control of the largest system of internal elevators in Western Canada. Mr. Lindsay went to Manitoba in 1880 from Ontario, and immediately went into the grain business and has been at it ever since. For twenty-five years he was a business partner of W. L. Parrish, now of Parrish & Heimbecker, and after that he was associated with Mr. Matheson.

Harry H. Seldomridge of Colorado Springs, a well-known grain dealer, is a candidate on the Democratic ticket for member of congress from that district. Mr. Seldomridge has lived in Colorado Springs since 1878. He graduated from Colorado College in 1885. He was city editor of the Colorado Springs Gazette in 1887 and 1888, and at the close of which period he became associated with his father in the grain business, in which business he has continuously engaged. After his father's death in 1896 he continued the business until the present with his brother.

SOME VALUABLE HINTS.

Accompanying the calendar sent by Picker & Beardsley Commission Co., St. Louis, to their patrons are the following among other valuable hints to shippers:

According to the ruling of the Interstate Commerce Commission, the carrying capacity of a car load of grain or seed governs the weight on which the railroad company will charge freight, regardless of the weight of the contents, unless you protect yourself as follows: When you want a car to load, order it from your railroad agent in writing, giving the date ordered and kind and size of car wanted. If the railroad cannot furnish the car wanted, they may give you one of larger capacity. If they do, you must see that the bill of lading has a notation on it giving the size of the car ordered and the date of the order. Then you will be protected. If you do not have that on your bill of lading, you will have to pay on the basis of the capacity of the car.

Always see that your shipper's order bills of lading are properly endorsed and the agent's name signed with ink or indelible pencil, with the station stamped on the bill of lading. A bill of lading without date or car number is worthless and will not be taken as collateral at any bank.

Do not load two kinds of grain or seed, taking different rates, into one car to make a car load, or you will have to pay freight on the whole car at the highest rate.

When you make a draft against a shipment, an invoice telling what and how much has been shipped, should be sent us so we may know what we are going to pay drafts on. We furnish blanks for the purpose with the weighing certificate attached. If you have the weights, it is always well to fill out one of our shipping blanks.

If possible, always put actual weights on a bill of lading, but never put less than you have shipped. For in case of a wreck, the railroad may show the bill of lading and say you did not ship as much as your claim calls for, as your bill of lading does not show it.

Do not take a bill of lading from the agent, when shipping car loads of seed, that is marked "Shipper's Load and Count." Have the agent count them and give you a straight bill of lading. We have had cases where they were so marked and several sacks were short when the car arrived here.

Put all grass seeds in new American A, or Amoskeag, cotton seamless bags. Then you will get full value for them and have no trouble with returning old bags. Put no marks on new bags. If shipping a car load, not even tags are necessary. But if you ship small lots, always use tags and do not mark the bags.

When shipping hay, load your cars uniform, if it is possible. But if you must put different kinds of hay in a car, be sure to load it so that the different kinds can be seen, and notify your commission merchant exactly how it is loaded and how much of the different kinds, so he will get the information before the car arrives there. He will then know how to sell it to the best advantage.

Cars should be loaded to the minimum to avoid paying excess freight. The minimum freight on hay is governed by the length of cars. All roads are not alike in this, but it is about as follows, your agent can inform you exactly what it is: Cars not over 34 feet long, the minimum is 19,000 pounds; cars not over 36 feet long, the minimum is 22,000 pounds; cars not over 40 feet long, the minimum is 24,000 pounds; cars over 40 feet long, the minimum is 30,000 pounds. So you had better govern yourself accordingly.

In the beginning of the season, or when hay is not thoroughly cured, the bales should be loaded on end in the cars, not laid down on the side, as it will arrive in better condition.

If possible, weigh your hay carefully and send us one of our shipping blanks filled out with the weights and car numbers all complete. We will cheerfully send you some of these blanks for the asking.

Drafts will not be honored on duplicate or memorandum bills of lading. It must be a straight or a shipper's order bill of lading; and if a shipper's order bill of lading, it must be endorsed by the shipper.

We are the largest receivers of consigned field and grass seeds west of the Mississippi River and you will find it to your advantage to write us, whether you want to buy or sell seed of any kind.

We want kaffir corn, cane seed, seed corn, and we are always in position to make quotations for immediate or deferred shipments.

Application was made on August 5 to the Ohio Public Service Commission by the Ohio Shippers' Association for a reopening of the demurrage cases of the association against 51 Ohio railroads. The shippers complain that Clause C of the "Average Agreement" is unreasonable and unjust and ask its complete elimination.



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ADVERTISING.

This paper has a large circulation among the elevator men and grain dealers of the country, and is the best medium in the United States for reaching persons connected with this trade. Advertising rates made known upon applications.

CORRESPONDENCE.

We solicit correspondence upon all topics of interest connected with the handling of grain or cognate subjects.

CHICAGO, AUGUST 15, 1912.

Official Paper of the Grain Dealers' National Association and of the Illinois Grain Dealers' Association.

ESCAPED THE ROCKS.

The effort in the hay convention at Kansas City to restore to membership a firm that had been suspended under the rules for refusing to arbitrate a difference was a crisis in the life of the Association successfully passed.

The case was unique. The firm in question refused to arbitrate; were sued; were successful in each of three trials of the cause in the courts. While seeking reinstatement, making the plea that they did not originally know that refusal to arbitrate meant a loss of membership, they were reported as still refusing to arbitrate the specific case in issue, on the ground that the courts having three times rendered judgment in their favor, the difference is now *res judicata*: "there is nothing to arbitrate."

The point was a nice one, to be sure; but the debate was remarkable in that it illustrated how the specious political thinking of the hour is unsettling men's respect for the fundamental principles. The motion was to reinstate on payment of arrearages; to which a substitute was offered that the petitioners "be allowed to conform to the rules [law] of the Association," to-wit, to arbitrate the difference the courts had already passed upon.

Charles England, with characteristic acumen, supported the substitute (by Mr. Dewey of Ohio) because, as he said, in effect the substitute simply required the petitioners to recognize the law and because the Association's laws declare with unmistakable clearness that the directors, and only the directors, have power to act in this matter and they can act only as the law (rule) directs.

To this the answer was made that "the membership is the supreme authority of the Association"—that no matter what the established law may be, the membership is above it and may set it aside at will—in this case reinstate the petitioning firm although the law in set terms declared they could not regain membership until they had agreed to arbitrate a difference they had refused and still refuse to arbitrate. To the many who held to this modern idea of democracy, it did not seem to have occurred that they were moving the Association toward the rocks of dissolution. Fortunately the substitute prevailed by a substantial majority and the cause of arbitration and the power of association laws survived the attack made upon them.

SECRETARY MERRILL.

The election of J. C. F. Merrill to be successor to Geo. F. Stone, late secretary of the Chicago Board of Trade, is an event of significance not merely to Chicago but to the entire grain trade of the country. In experience in the trade, in knowledge of the rules and usages of the Board and of the exchanges generally, in devotion to the rights of the exchanges and of their individual members, and in ability to defend intelligently those rights from the economic and moral sides, Mr. Merrill is a fitting successor to Mr. Stone, who may truly be remembered as *par excellence* the greatest exchange officer of his time. As Chicago, in so far as concerns the marketing of the grain crops of this hemisphere, still is the hub thereof, the character and ability of the secretary of the Chicago Board is of the highest concern to the trade; and it is fortunate that the Board has been able to elevate from its own ranks a member who in himself commands so markedly the confidence of the trade and the respect of legislators and executors of the laws of our country with whom he has come into touch while defending the rights and privileges of the grain exchanges of the country, for the nature of institutions is judged largely by the public by the character of the men who direct them.

RAILWAY SERVICE.

Commissioner Prouty at Kansas City pointed out the remaining defect, or at least one defect still to be corrected, of the interstate commerce act: the absence of power in the Commission to regulate the service of the carriers as it now controls rates. The quality of the service rendered is now relative only; it is excellent for the most part where there is still competition for the business, demonstrating again the truth of President Eliot's remark that "competition is not only the life of trade but the source of continuous improvement"; while in non-competitive territory the service is poor because there is no stimulus to make it better—it does not need to be good; the business exists and can be handled as it pleases the roads to handle it.

As thousands of towns are in this condition, where the absence of competition for the business predicates arbitrary service, one conditioned on the temper, or the digestion, for the moment, of the local agent or division superintendent, there is no power (except in a few states having railroad commissions) to compel the roads to act promptly. It is true the common law will hold the roads liable for the damages caused by their inefficient service; but the law's delays and uncertainties defeat any such remedy. These evils of a non-competitive environment, as well as the indisposition of the roads to carry shipments unbroken over routes composed of two or more independent lines are, as Mr. Prouty has pointed out, defects in our commerce law that call for the action of Congress.

THE PELLAGRA FALLACY.

The pure food officers of Georgia report that in the past two years they have condemned 500,000 bushels of bad corn from the West shipped into that state, because, the local papers say, "the state board of health says it is responsible for a great many cases of pellagra." It may be possible that there are state health officers who still believe in this wretched fallacy; but it is a crime to keep circulating it among the people. Pellagra is truly a terror, beside which leprosy is not more hopeless, while tuberculosis or typhoid as one's fate would be unhesitatingly chosen instead by anyone familiar with these diseases; and what is more, the disease is as yet sectional in its range. But it is wicked to deceive the people with the idea that even spoiled corn is the cause of a disease so terrible and so baffling to science, which all true friends of humanity declare is to be attributed to some cause now wholly unknown and the search for which has been apparently abandoned, now that the cheap sensationalism of the 15-cent magazines has declared its cause to be damaged corn and passed it over as a worn-out topic. Since the disease may eventually work northward what is wanted is a scientific investigation, not the miserable clap-trap of sensation mongers.

SOIL FERTILITY LEAGUE.

The annual meeting of the Soil Fertility League was held in Chicago on August 8 and H. H. Gross was re-elected president and general director; then Prof. C. G. Hopkins talked on the work of the University of Illinois and the duty of soil improvement. The object of the League seems to be to get a bill through Congress, appropriating money to establish schools of agricultural instruction and to put a demonstrator in each agricultural county of the Union.

It were, perhaps, ungracious to speak in other than approving terms of such a program; but when one contrasts the work of the League with the success of the Crop Improvement Committee in the same period of time, one must confess that the committee's self-help adage of Standish—"If you would be well served, you must serve yourself"—pleases more. While the League has been warning us that "this country will inevitably face a famine in food if the soil is not greatly improved," etc., the Committee has had its agents at work in the field, is awakening among farmers a practical interest in better farming and paying its own way and interesting others, not grain men, in the same work who also work and pay their way and a little more. Even the Government, through its Agricultural Department, has voluntarily joined hands with the Committee and is co-operating with it to give the broadest efficiency to the

county demonstration work inaugurated by the Committee. This is success of the first order, because it is the success of independent individual initiative. It is making use of men in the right way by divorcing them in thought and act from the enervating crutch of Government support and teaching them that they can do these things for themselves better and quicker than the Government can do it for them, entangled as it is in the meshes of politics and the endless red tape of Barnacleism.

PASSING OF THE LIGHTNING ROD.

The death recently in Missouri of one John Cole, titular inventor of the lightning rod, has brought forth a flood of reminiscences of that picturesque swindler, the "lightning rod peddler," as well as the confident statement that the lightning rod is now "practically unknown" except on buildings "where it has been for a generation," etc.

That is nearly true, more's the pity; because the swindler did indeed bring the people to that state where they "have come to look upon the rod with about as much respect as they have for the left hind foot of a graveyard rabbit." But that is really not the fault of the lightning rod itself. The scientific men of the Government at Washington have demonstrated by the rodding of the Washington Monument that the lightning rod, properly made and attached to a building, is a perfect protection from lightning.

And since it is a fact that an undue proportion of losses of elevators by fire are every year due to lightning, it would seem the part of common sense that elevator owners, whose property, by reason of its height and isolation, is peculiarly subject to lightning strokes, should examine into the merits of the lightning rod as the only protection from danger of that nature.

ARBITRATION: WHY NOT COMPULSORY?

New York merchants are peculiarly fortunate in having at hand two regularly constituted arbitration bodies of the highest rank and authority: the arbitration committees of the New York Produce Exchange and the Chamber of Commerce. For men who wish to settle business differences promptly and amicably, with no wish to wear out the other side by studied delays that really benefit only the lawyers engaged in the case, and who wish to speedily release any funds that may be tied up in unsettled accounts, an arbitration committee like either of these named is a veritable boon. For it is not the venality of our courts but their inertia, clogged as they are with countless petty causes brought for purposes of delay, that have brought them into such disfavor as they may now suffer from.

Arbitration before either of these New York committees is of course voluntary; but there would seem to be no serious objection to making compulsory arbitrations for the settlement of differences between members of the same or of similar organizations whose lines of trade intermingle. A dynamic difference is bound to be "arbitrated"—settled, that is, either in court or by a committee of tradesmen. Where the machinery for an arbitration is at hand, as now in most trade organizations, and either party refuses to accept its offices, a court or a jury will "arbitrate" it; wherefore to say that it is unbusinesslike to settle a dispute is equivalent to saying that it is un-American and unbusinesslike to hale a man into court and compel him to defend himself before a jury who may be as ignorant as a Hottentot of the laws, customs and technicalities involved in the existing difference, and then oblige him to abide by their decision of the case. Trial by jury once meant trial by men who knew the facts and circumstances in advance of the trial; it was then a trial by one's peers. Now the more ignorant a man is of all things, the more qualified he seems to be as a juror.

All commercial bodies composed of voluntary associates may under the law legally require arbitration as a condition of membership; and the courts, upon suitable representations, will even enforce the judgments of arbitration committees as *prima facie* just. That this right of compulsion has not hitherto generally been exercised is no doubt due to the unjustifiable belief of men in the infallibility of the laws; but as men come to see, as all must, that trade disputes are more quickly and more equitably settled by arbitrators familiar with trade customs than by judges and juries unfamiliar with or prejudiced against them, we may be sure that the tendency toward compulsory arbitration within trade organizations will be accelerated.

CREDIT BUREAU.

C. A. King & Co. (Frank I.), Toledo, "picked a lemon" recently—has been stung by an execution-proof customer. There are many others, of course. But Mr. King is not like those others who never tell, "but let concealment, like a worm i' the bud," etc. He is frank. He does not like being lemoned, even if it be only "every third year." He tells his woe, and seeks a remedy; not for himself alone, but as a protection for others also. So he proposes that the Council of Exchanges establish a credit bureau.

And why not? Most of the exchanges have at least private credit bureaus now that could be taken over; and it is not unlikely that if the several exchanges were directly interested in collecting information of crooks for the general benefit that information might become more comprehensive than it now is. There is a certain degree of privilege allowed by law to the collection and especially to the distribution of this sort of information by trade organizations among their members that is not legally permissible under the libel laws to individuals; so that a Council service of this sort could be made much more valuable to the trade than could any private service. The cost ought not to be excessive.

In the meantime, while all houses are in the way for a "blood letting," some are more difficult for crooks than others. They will not accept accounts for everyone that offers business; they insist on knowing the people, their business, their habits, their resources; whether they are justified in entering on a speculative venture; whether they are actual shippers with a financial standing. Such houses may at times lose a customer, but at least they do not in the long run lose much by exhausting all proper precautions of safety, and they do not have to make good the losses of fiduciary agents who may go wrong and embezzle trust funds to speculate with.

LEND A HELPING HAND.

That the country is approaching a car shortage can hardly be questioned; experienced observers among shippers see it ahead and railway managers say it is inevitable unless active and energetic preparations are begun *now* to prevent it. The crops to be moved are immense in volume; general trade is heavy; and during the past two years (perhaps five) all the lines have been running close in providing new car equipment—done little more than make immediate replacements without providing surplus for future emergencies; so that of the net surplus of 68,922 cars on July 12, say, it is probable a large number are practically useless for any purpose. Yet without taking grain or hay into account, it is now estimated that the crop of potatoes alone now in sight to be moved is 60,000,000 bushels in excess of last year's yield.

There is always a heavy reduction in the available rolling stock in August-October. In the past four years, as the Association of Western Railways points out, the reduction in the net car supply between the third week of July and the third week of October has varied between 128,540 and 248,755 cars. On the basis of present car supply and demand, if the reduction during the period indicated should this year be equal to only the smallest reduction that has taken place during the past four years, there will be on October 25 next a net shortage of 59,618 cars! If the reduction should be as great as in 1909, the net shortage on October 25 will be about 180,000 cars! In view of the volume of the crops in sight and prospective, the shortage is likely to continue all through the fall and winter and be severe.

Now, what is to be done? Individually country shippers of grain will, if wise, be careful in making contracts for specific deliveries; to do otherwise is simply putting one's financial stability in jeopardy. Collectively shippers must act upon the knowledge that there are others to be served by the carriers than themselves—lend the helping hand to facilitate movement. As Chairman Garrett of the Association of Western Railways has put it—

> Shippers [in the country as everywhere else] and consignees can greatly help themselves, the railways and all other shippers and consignees by loading and unloading all cars delivered to them as expeditiously as practicable. Every time the loading or unloading of a car is needlessly delayed the available supply of cars is needlessly reduced; and no shipper has any right to complain that he is not furnished enough cars if he is by his own acts needlessly and wrongfully reducing the available supply of cars. Commercial organizations cannot render a better service to their members than by urging on them the need for prompt loading and unloading. Cars are furnished for transportation, not for storage; and every one used for storage reduces the number available for transportation. Shippers can help greatly by loading all cars to as near their capacity as practicable. The more freight there is loaded in each car the less cars will be required to move all of the freight.
>
> There has been a great deal of talk in recent years about the need for better co-operation between railways and shippers. Here is a matter regarding which they can heartily and energetically co-operate to the very great gain of both.

EDITORIAL MENTION

Have you noticed how Montana is coming into the spot light as a grain producer and how the Minneapolis grain men are getting next to the trade there?

The Gilmore (Ia.) Grain and Elevator Co. has given notice that it will not store grain longer than ten days and that when bought it will be at the price of the grain on the day it was delivered, (placed in store?) That ought to put a "crimp" in the storage nuisance at Gilmore City at least.

However Ontario may continue to think on the subject of reciprocity, it is certain that in the Canadian West, among the farmers, the belief that they were abused when Ontario last year defeated the agreement with the United States is more militant than ever and is likely to be heard of again at Ottawa.

Our attention has been called to the fact that the use of carbon bisulphide in grain elevators as an insecticide is forbidden by fire insurance companies and will automatically cancel a policy, the flash point of the gas being too low to warrant its presence in an elevator where it might come in contact with fire.

Those Texans who are trying to load down that state with a "publicly-owned system of cotton and grain warehouses to enable Texas farmers to market these crops to better advantage and to save the yearly waste that runs into millions," should be sent to Manitoba for awhile and there learn by our neighbor's experience what non-competition in such service really means.

The grain dealers of Columbus Grove, Ohio, have abandoned the practice of loaning bags; and in saying so to their trade, we believe they will be able to appeal to the fairness of farmers as well as to the fact that once the farmers have had the experience of owning their own bags they will not willingly undergo the humiliation and inconvenience of depending on borrowed ones.

Mr. Brown, scale examiner for the Northwestern Ohio Association, reports that in one month's work in that territory he had not found one grain dealer's scale correct; but that the wagon and hopper scales in use were costing their owners an average of $600 a year each by weighing against them! The discovery may be a rude shock to some; but this invasion of a fool's paradise may be profitable to scale owners after all.

The failure of wheat this season in Ohio has been general, due largely to winter-killing. Sec'y Sandles of the Board of Agriculture has attributed this wide-spread destruction to the absence of trees and forests in Ohio, pointing out that this year "nearly all the wheat fields which produced a fine crop were protected by trees from the fury of winter's storms." This is interesting; the more so because it has been generally supposed that the winter-killing of Ohio and Indiana winter wheat this season was due rather to the presence of ice on the fields than to extreme cold in other respects.

The U. S. Treasury and the Agricultural Department will again co-operate for the suppression of sophisticated seeds imports, an effort that so far has been only measurably successful; for in spite of the purported care of Continental grass seeds growers to avoid the production of impure seeds, the quantity of adulterated stuff that finds its way to this side is enormous.

The Alabama department of agriculture has given notice that it will confiscate and destroy damaged corn shipped into that state, the law requiring that grain containing 6% or more of mouldy or rotten grain when sold in packages must be branded "damaged" in red letters of a size to be readily seen. Needless to say that in shipping grain or feed chop into that state one must exercise extreme caution.

Sec'y Strong has done a good service in obtaining an exposition of the Illinois employer's liability law by the Illinois Association's attorney, which is reprinted on another page. The circular but adds weight to what has hitherto been said in these columns, that while elevator operation is not especially involved in risk of accident, there is sufficient risk in the business to put all owners on their guard against damages by taking out liability insurance against loss.

The South Carolina Supreme Court in a very recent decision has declared that the state may not create and operate a warehouse system for the storing of cotton and other commodities. Undoubtedly the state may regulate, or supervise, the operation of such utilities for the protection of individuals from unfair discriminations by their owners, but the Court otherwise has only followed the old and wholesome American rule that government ought not to invade the province of private business.

North Carolina, as the reader may remember, has had county demonstration farms for several years. It may therefore be interesting to know that while, according to the report of C. R. Hudson, of the Agricultural Department, the state as a whole averaged in 1911 only 18.4 bushels of corn to the acre, the farmers who took advantage of the instructions of the demonstrators averaged 42.6 bushels. Here is the "proof of the pudding." Can any other form of popular agricultural instruction show better results?

The hay crop, which runs annually from 60 to 70 million tons, represents from 600 to 700 millions of money to the farms. Of this total tonnage about 17 millions moves in interstate commerce. It is a business worth conserving because it is going to last a good many years yet, in spite of the automobile which hay dealers are said to prefer for personal locomotion to the ox cart, or even a fancy driver. But the carriers don't seem to take much thought of it in the way of providing facilities for handling it properly, and sometimes one thinks a good many hay men themselves do not really take much more interest in that feature of the business than do the carriers; else why so slow to encourage National Hay Association inspection?

Mr. Goodman has given the reader this month another of his thoughtful and authoritative articles on the conditions involved in crop estimating of the sort that counts and is worth while—in itself as an intellectual exercise and in its results in accurate forecasting. It is not necessary to repeat the defense of the "crop reporter"; such papers as this one is itself a defense and also an exposition of the expert's method of analysis of conditions, that raises his synthesis of local reports to a place beyond the shafts aimed at "the crop killer."

If the bag-loaning grain buyer or miller in Ohio and Indiana, or elsewhere, is simply practicing philanthropy, why, perhaps, no one ought to object, even if it is disorganizing; but if it is done as a matter of business, why stop at bag-loaning? Why not loan the farmer a wagon and team? Indeed, if it comes to that, why not haul his stuff to town in your own bags on your own wagon and with your own horses driven by your own man? Or, you might show your appreciation of the farmers' courtesy in permitting you to buy their wheat or seed by paying the tenant farmers' rent, perhaps, or the land owners' taxes.

There was a crop improvement meeting on August 1 at Des Moines, the characteristic feature of which was the oratorical denunciation, by a Dubuque representative especially, of the Council of Grain Exchanges' $1,000,000 fund, contributed by Sears, Roebuck & Co., as a gigantic advertising scheme which Dubuque merchants resented as such. Which reminds one that the Dubuque gentleman, at least, appeared determined to give the donors all the advertising he could, which they might have escaped by judicious silence on his part. While, however, Dubuque will raise its own $1,000, others present were not averse to taking money, a large part of which had originally been earned in Iowa; and a committee was appointed to make plans for a permanent state organization for the promotion of county demonstration work.

The National Hay Convention was distinguished by two notable addresses by Prof. Scott and Commissioner Prouty. Of the latter something is said in another place. Of Prof. Scott's address one would like to say more than is here permissible for want of space. Even in its abbreviated form, it is a notable document, worth the thoughtful consideration of serious men of business. Our financial panics are due to our laws and only to our laws. They do not occur abroad, where they have, as we have, commercial depression but not panics. Prof. Scott has told how the laws make panics in the United States inevitable in times of crisis, and he has pointed out what is necessary to get rid of them. Then why not take hold of this great matter in which every man in business is personally concerned? Why not tell the temporizers, the politicians and the money cranks of high and low degree and the bankophobes to step aside for the nonce and let competent people settle this problem for us on a sound basis, as England and

France did for themselves sixty years ago, and let the country have rest, in that respect at least?

At least the Senate committee on agriculture has emasculated the "inspection bill." As it now is it would but substitute the Agricultural Department for the several state and exchange inspections, and would in no wise accomplish more for Senator McCumber's abused and poverty-stricken (as he characterizes his) constituents than is done now by the subsisting inspection. There seems therefore nothing forced in the word that comes from Washington, that having been successful in getting a favorable report the North Dakota senator will now give the country a rest on this subject, his purpose of making campaign amunition for home use having been accomplished.

Among the discouraging things a grain or hay association secretary must meet, few probably are more aggravating than the way members ignore all the devices that much study and observation have produced for the alleviation of business annoyances and the unfortunate results of slovenliness in business. The Hay Association confirmation blank is one of these. The outcome of much cogitation and based on experience, it has been published in such a way as to have reached every hay man, at least every one who is a member of the Association; and yet the Secretary has had to report that few use it and many for that very reason get into trouble that might be avoided by its use.

Aside from the activity of the Crop Improvement Committee, some most excellent work is being done in awakening interest in better farming in Ohio, Indiana and Michigan by the grain trade and millers' associations. Both Mr. Riley and Mr. Riddle have begun active campaigns that promise good results, while Mr. Fish of the Ohio millers is promoting the "wheat growing contest" for the crop of 1913, started by the millers, that has aroused the people to take an interest by making offers of prizes to county contestants. When the people take up this work on their own motion it is certain to be effective; and the efforts of the secretaries named seem to be to direct the movement along that line.

The Commerce Commission in the Larkin Company case (Op. 1994) has announced a new principle of Commission control that affects bills of lading. The Larkin Company had shipped a bill of goods from Buffalo to Eau Claire, Wis., and en route a pedestal was lost. The shipper then made good the loss and filed a claim therefor, which was allowed. But the allowance for freight on the lost pedestal was only 16c while it had cost the shipper 56c freight to forward the lost article; and he made claim for 40c additional. This was refused on the ground that the bill of lading specified that settlement in case of loss en route should be based upon the value of the article at destination point, plus the freight, provided the freight had been paid; so the freight allowance was only the pedestal's proportion of the weight of the entire shipment. This the Commission say is unfair and unreasonable. The shipper, the Commission say, should not be forced to make good at his own expense a loss created by the carrier; and therefore the Commission assumes to correct such unfairness, holding that "in so far as a bill of lading establishes a rule, regulation or practice of transportation, which to every intent is obligatory upon the shipper, the Commission has jurisdiction over its provisions."

It is interesting to note how in thirty years (1878-1882 to 1907-1911) the United Kingdom has changed the sources of its wheat supplies—abandoned wheat growing at home and imported the grain from abroad. An exhibit of this change of the per capita supply would look like this:

Period.	Home Grown.	Imported.
1878-1882	132 lbs.	229 lbs.
1907-1911	79 lbs.	284 lbs.

The difference in the total per capita consumption is slight: 361 lbs. in the first period and 363 in the latter. The exhibit shows at least two things, to-wit, that the Englishman is better fed now than he was thirty years ago, and that he is the one man who does not hesitate to go anywhere in the world for his wheat supplies, where the virgin lands are yielding their first fruits for his benefit: he is the one man who will not deny himself the advantages of a good thing wherever it may be had.

It is not a genteel subject; but it seems to be a duty of the press to urge those who, like elevator operators, are necessarily brought into contact with the rat, to wage relentless war on that creature. The good purpose the rat serves in nature is not quite apparent; perhaps the rat is part of that evil which, as a profound philosopher has said, is "the good we do not understand." At any rate, the rat is the more an evil thing because the slow but inevitable march of the fearful bubonic plague of Asia is upon us (has reached our insural possessions and even our own shores), and this plague is scattered over the country in which it finds lodgment by means of the rat, the host of the carrier flea. And no matter how different our methods of sanitation and personal hygiene may be from those of Asia and the tropics, the plague menace through the rat is everywhere serious enough to arrest the attention of our people and spur them to action against the rat, which in its mildest state is an immensely costly parasite.

The total foreign business of the country, as expressed by the statistics of exports and imports, for the year ended June 30, 1912, exceeded $3,702,000,000, of which $2,049,320,199 represented exports. Like all other new or debtor nations we exported more than we imported, which England and the nations of the Continent of Europe absorbed. The volume of agricultural exports, relatively and absolutely, continued the decline begun a number of years ago, the total of exported food stuffs last year having been but 20% of the grand total. It is noteworthy also that the proportion of raw grain decreased more rapidly than did the volume of grain products sent abroad. This is wholesome, since it means the retention of the offals in this country where they should remain; indeed, the reduction of breadstuffs exports has not been loss to the country or to producers, nor would be their extinction, since there has been an ample market at home; and it is always more profitable to the nation to exchange the products of labor than to send abroad raw material only, especially its foods.

Grain dealers in central Illinois are in the midst of a campaign to obtain something like reasonable telephone rates. The telephone lines are, of course, under the control, as to rates and kind of service, of the Commerce Commission; but it does not appear that these dealers are asking any unlawful concessions. They ask, for example, that the Bell Company, instead of allowing only three minutes' time for a distance call, meet the competition of the Kimlock Company and allow five minutes before charging overtime. They ask, too, that all patrons be given the privilege of an $80 rate for a $100 coupon book. As the grain men, on an average, pay the companies $100 a month each for telephone service, they believe they are entitled to this concession, and the Illinois Grain Brokers' Association (composed of brokers in Champaign, Bloomington and Decatur) are making a consistent struggle to obtain this more reasonable rate.

Since the significance of the Supreme Court decision in the Proctor & Gamble case became apparent to the public, there has been a strong effort made to correct the laws in order to provide the obvious remedy. The decision, it will be remembered, was to the effect that the Commerce Court had no power to review negative orders by the Commerce Commission and grant to shippers relief denied by the Commission, thus putting shippers in the unusual situation of having no right of appeal from a negative order, although the carriers have that right. Under the circumstances there would be two methods of procedure, to-wit: to amend the Commerce Court act to widen its jurisdiction in this respect, and this is proposed by the Bourland bill favorably reported to the House on July 17; but as enlargement of the court's jurisdiction is uncertain when the future of the court itself is in question, the more certain remedy would be to empower district courts as well to review the law (not the facts) in negative decisions in "shippers' cases." For while it is certain the Commerce Court may not review such cases, it is a question whether, in the event of the abolition of the Commerce Court, the shipper would have the right of appeal under the commerce law to the U. S. District Courts, some good lawyers, including Attorney-General Wickersham, holding that when a shipper's case is lost before the Commission that is the end of it, thus reversing the practice ante the Hepburn act, when a shipper could go to the courts. On August 8 Senator Sunderland introduced a concurrent resolution transferring undisposed of shippers' cases from the Commerce to the District Courts and giving these courts jurisdiction; but there seems to be the usual disposition of Congress to dally with the whole matter. All agree that the shipper should have the right of appeal; but although there are three pending bills with that object, none wants just now to go to the trouble of giving him that right. So the matter is in a serious muddle, and as usual, shippers will have to "get busy" and bring pressure to bear on Congressmen to do something and do it quickly.

TRADE NOTES

The Self-Drying Portable Granary Co. has been incorporated at Winnipeg, Man.

The Avery Scale Co. of Milwaukee, Wis., ha opened an office at Winnipeg, Man., under the management of W. N. Courtenay.

The Strong-Scott Mfg. Co. of Minneapolis, Minn., has purchased the building at 772-774 Dufferin avenue, Winnipeg, Man., which it will equip as machine shop and foundry for doing general repair work and remodeling of grain elevators and flour mills in Canada.

Graphite for August, published by the Joseph Dixon Crucible Company of Jersey City, N. J., has some good things to say about Dixon's Silica-Graphite Paint, which has for years been a proven shield for iron and steel. Its durability has made a record in all climates. Booklet 17-B tells all about it.

The many friends of Ralph P. Gillett, secretary and sales manager of the Minneapolis Steel and Machinery Co. of Minneapolis, Minn., were shocked on hearing the announcement of his recent sudden death. He met instant death by lightning while under a tree on the links at the Interlachen Club during a severe thunder storm.

H. C. Malsness, special representative of Nordyke & Marmon Company of Indianapolis, Ind., for the Middle West and Southwest, has moved his offices from No. 3116 Montgall St. to 1618 and 1620 McGee St., Kansas City, Mo. The latter number is the location of the new Kansas City branch of the Nordyke & Marmon Company and contains their motor car sales offices and garage, as well as milling machinery offices.

Grain dealers in all sections should co-operate with and assist the officers of the Grain Dealers' National Association in carrying out their plans by having their tickets for the annual meeting of the association at Norfolk, Va., October 1, 2 and 3, read via the Norfolk & Western Railway. This road has been selected as the official route for the meeting and special plans have been made on special trains looking to the comfort and safety of the grain dealers en route from principal western points.

We call attention this month to the new advertisement in this issue of the Johnston City Coal Company of the Old Colony Building, Chicago. Their announcement tells where to buy Carterville Coal and why the dealer should do so. All dealers in coal will find it worth while to read the statements the company makes in handling only their own product and the service they are able to give from their mine, which is the biggest producer in southern Illinois, located at Johnston City, Williamson County, only two miles south of the Franklin County line.

John S. Metcalf Co., Ltd., of Montreal and Chicago, has been awarded a contract by the Canadian Pacific Railway for the design and construction of a one million bushel grain elevator at West St. John, N. B. The elevator will be of reinforced concrete. It will be capable of unloading 160 cars in ten hours, and of shipping to ocean vessels at several different berths. The elevator will be electrically driven, a power plant for the generation of electric power being included in the contract. An extensive shipping gallery system will also be a part of the work. The elevator is to be ready for the winter shipping season of 1913 to 1914. Approximate cost, $500,000.

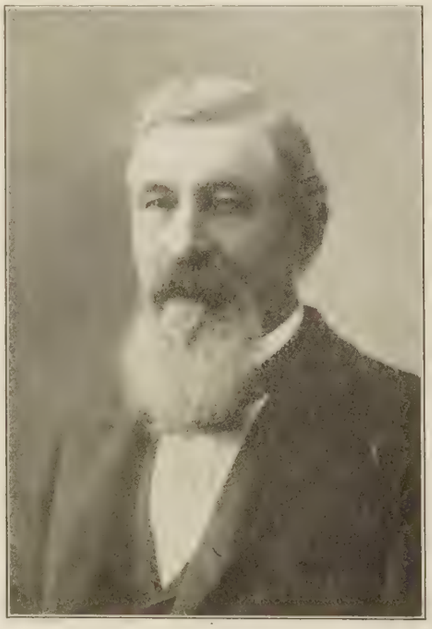
P. Liccioni, Cuidad Bolivar, Venezuela, has ordered of Nordyke & Marmon Company of Indianapolis, Ind., the equipment for a salt mill. This includes "Nordyke & Marmon Co." Samp Mills, Buhr Stone Mills, Hexagon Bolters, Elevators, etc. The Export Department of the company reports the receipt of a large order for equipping a meal mill in the Baku district of Russia. This order includes four Single Sieve Purifiers, fourteen 12-inch Double 2 High Aspirators, five 50-bushel Style "H" Meal Driers, four 50-bushel Meal Coolers, several tempering bins, corn steamers, corn degerminators, power connections, etc. All of the machines on this order are of special all steel construction and of the latest type.

The W. A. Jones Foundry and Machine Co. of 1141 North Ave., Chicago, Ill., through years of experience in equipping factories with their power transmission appliances are able to render expert advice along these lines to possible customers. Grain dealers are invited to make use of this department. Prompt service, best goods and reasonable prices are guaranteed to all patrons by the old established Chicago firm.

One of our advertisers, the Imperial Belting Co., of Chicago, Ill., has called our attention to the destructive effects of sulphur fumes to ordinary belting when operating in bleachery systems, and in their claims on the special adaptability of their anti-sulpho belting for this service are correct, we feel that it will be to the interest of many of our readers, who operate bleacheries, to investigate what they have to offer. This particular belt, we are told, while possessing an organic base, is thoroughly impregnated with a compound which is impervious to the action of the sulphur fumes which we understand in many cases attack not only the belting but any metal with which they come in contact, causing a high operating expense.

DEATH OF HENRY POEHLER.

Henry Poehler, head of the grain commission firm of H. Poehler Company, of Minneapolis, died at Henderson, Minn., on July 18, at the old homestead, now the home of his sister, Mrs. Chas. Comnick, at the age of seventy-nine years and eleven months. He is survived by his widow, three sons—Alvin H., Carl F. and Walter A. Poehler of Minneapolis—and two daughters—Irene and Augusta Poehler of Los Angeles.



THE LATE HENRY POEHLER.

Henry Poehler, although born in 1832 in Hiddersen, Lippe Detmold, Germany, was one of the pioneers and builders of the great state of Minnesota, his active business life covering the entire period of Minnesota's existence, from the savage era of the territorial estate to the highly civilized community of today. Coming to America in 1848, he came north from New Orleans *via* the Mississippi and settled first at Burlington, Ia., where he lived for five years. In 1853 he moved north again, *via* the river, stopping at Mankato, a frontier village, where he met Jos. R. Brown, who employed him to act as his agent at Henderson to "tend store" patronized by the Indians and a few white settlers. In 1855, in company with his brother Frederick, he bought the store and established the general store which still exists at Henderson as A. F. Poehler Company, out of which has grown the greater business in grain, the H. Poehler Company of Minneapolis, once H. Poehler & Co.

During the years that followed Mr. Poehler led the life of a pioneer and state builder. He was intimately associated with all the great men of Minnesota of the formative days of the state—Gov. Ramsey, the Pillsburys and the Washburns, Sibley, Rice, the Merriams, and so on; took active part in the defense of the settlers at New Ulm during the Sioux uprising of 1862; and when the state was admitted to the Union was a member of its first legislature, a body of which he was again a member in 1872 to 1877. He also represented his district in Congress in 1879-80.

In 1881 Mr. Poehler established the Pacific Elevator Company, with a line of elevators along the Minneapolis & St. Louis Railway to Watertown, S. D. In 1889 he sold his interest in the Henderson business house, and continued the grain business of H. Poehler & Co. in Minneapolis, making his home in that city much of the time thereafter. In 1893 the business was incorporated under its present name, the H. Poehler Company, and Mr. Poehler continued in active participation in its affairs until within the last few years, when his sons took the business cares off his shoulders, while he took his ease in semi-retirement, spending most of his winters in California.

BUSINESS MEN'S DISPUTES.

Do all business men who hire lawyers to settle their disputes know that the Chamber of Commerce of New York City has a better method—better in every way, short, cheap, and fair? Sereno S. Pratt, secretary of the Chamber, asked the National Association of Credit Men at their meeting in Boston the other day to inquire whether their clients had protracted suits at law, and whether their liquid funds were shortened on that account. Of course every credit man should ask whether a person seeking credit is engaged in litigation, and, if so, why he does not try the more speedy and less expensive method of arbitration suggested by the Chamber, says the New York *Times*.

The Chamber of Commerce offers to every business man in this country, or doing business with it abroad, the facilities of its committee on arbitration, of which Charles L. Bernheimer is chairman. The Chamber itself commands respect, the men composing its committee are picked men, judicial and practical, with large business experience. The fee paid to the arbitrators is purposely restricted to that of a referee, ten dollars a day. The hearings may be in private, and a dispute that the courts would protract for months or even years may be settled within a few hours.

The voluntary arbitration, which becomes legal and binding, deprives the controversy of heat. Two of the biggest merchants of this city this year selected an arbitrator of the Chamber and submitted papers. Before the action could come to an issue they found that the points of difference were not great, and settled the dispute themselves. In this case the committee on arbitration served really as a committee of conciliation. Above all, resort to it overcame a disagreeable incident quickly, and at practically no expense.

The first new grain of the season was received at Minneapolis on July 21—a car of rye and one of barley. The first new wheat came in on the 22d.

New Orleans received and sold at auction on 'Change the first new rice of the season on July 24. The price realized was $5.60 per sack for a lot of 25 sacks.

Geo. Serls of Winnipeg has been appointed acting chief inspector and acting chief weighmaster for the western district of Canada—all Canada lying west of and including Port Arthur and Fort William. This is the territory in which F. E. Gibbs was chief inspector until his promotion to be one of the commissioners under the Canada Grain act for 1912. Mr. Serls has been for many years identified with the grain trade and is looked upon as a well qualified and competent man for the work and responsibility now developing upon him.

EXPORTS AND IMPORTS.

The following is a statement of the exports and imports of various cereals, seeds, etc., for the month of June, 1912, and for the twelve months ending with June, 1912, as reported by the Bureau of Statistics, Department of Commerce and Labor (quantities only unless otherwise stated):

Articles.	June 1912		Twelve Months, Ending June	
	1911	1912	1911	1912
Exports—				
Barley, bu.	105,872	96,795	9,399,346	1,585,242
Buckwheat, bu.			223	180
Corn, bu.	4,649,952	657,314	63,761,458	40,038,795
Corn Meal, bbls.	31,590	26,197	463,266	439,624
Oats, bu.	266,879	213,262	2,044,912	2,171,503
Oatmeal, lbs.	3,003,813	411,748	32,416,892	9,112,433
Rice, lbs.	1,582,024	422,649	15,575,271	26,797,535
Rye, bu.	50	612	2,623	5,548
Rye Flour, bbls.	218	457	6,250	4,306
Wheat, bu.	616,501	199,380	23,729,302	30,160,212
Wheat Flour, bbls.	742,632	655,371	10,129,435	11,006,487
Bran, Millfeed, etc., tons	15,837	9,455	67,687	144,504
Dried Grains, etc. tons	10,944	7,215	76,803	73,628
Rice bran and polish, lbs.	200		14,488,070	12,649,036
Total Breadstuffs	$8,431,880	$5,008,837	$124,913,537	$123,979,715
Glucose and Grape Sugar, lbs.	13,382,322	4,478,081	181,963,046	171,156,259
Hay, tons	5,428	6,461	55,223	59,734
Oil Cake and Oil-Cake Meal:—				
Corn, lbs.	7,832,761	8,073,947	83,384,870	72,490,011
Cotton Seed	44,271,615	32,819,066	804,596,955	1,293,690,138
Flaxseed or Linseed lbs.	43,325,263	36,253,351	559,674,653	596,114,536
Vegetable Oils:—				
Corn, lbs.	2,321,315	308,223	25,316,799	23,866,146
Cotton Seed, lbs.	19,730,934	12,849,990	225,520,944	399,470,973
Linseed, gals.	16,173	13,289	175,210	246,965
Seeds, Grass—				
Clover Seed, lbs.	54,246	12,235	4,359,167	1,874,682
Timothy Seed, lbs.	35,242	2,480	9,307,428	4,354,556
All others, value.	$13,167	$5,917	$334,169	$534,578
Cotton Seed, lbs.	3,341,807	250	13,224,347	64,060,276
Flax Seed, bu.	102	89	976	4,323
Other Seeds, value.	$11,215	$13,863	$533,127	$686,250
Beans, etc., bu.	16,791	24,070	288,638	341,268
Imports—				
Corn, bus., since July 1, 1911		24,036		53,425
Oats, bu.	2,159	370,942	107,318	2,622,357
Wheat, bu.	286	444,323	509,439	2,699,130
Wheat Flour, bbls.	6,771	29,180	141,582	158,777
Rice, lbs., since July 1, 1911—				
Uncleaned, including paddy, lbs.	6,297,241	4,045,131	76,657,974	48,478,264
Cleaned, lbs.		1,489,010		25,008,414
Rice, Flour, Meal, etc. lbs.	9,230,579	12,200,351	132,116,820	116,576,653
Hay, tons, since July 1		40,100		699,004
Castor Beans, bu.	99,050	89,707	745,035	957,986
Clover Seed, lbs.	434,170	778,408	25,357,826	38,551,137
Other Grass Seeds, lbs		1,356,382		23,809,684
Flax Seed, bu.	1,287,771	1,194,274	10,499,227	6,841,806
Beans, etc., bu.	37,720	102,794	1,037,371	1,004,930

EXPORTS OF FOREIGN MERCHANDISE.

Corn, bus.		77		77
Oats, bus.			1,504	12,350
Rice, lbs., since July 1, 1911—				
Uncleaned, including paddy, lbs.	549,895		6,166,136	
Cleaned, lbs.		1,279,672		10,402,054
Rice Flour, etc., lbs.	200		643	8,370
Wheat, bus.		852	1,361	872
Wheat Flour, bbls.		30	8	93
Flax Seed, bu.				21,919
Clover Seed, lbs.			93,862	128
Other Seeds, value.	$11,300	$6,533	$79,546	$64,272
Beans, bus.	5,719	5,552	18,497	29,241

Commenting on the total showing of the tabulation of exports and imports it may be said that the record is a new high one for our foreign commerce for a twelve-month, the grand total being $1,653,426,174 of imports and $2,204,222,088 of exports, against $1,556,947,430 of imports in 1910-11 and $2,049,320,199 of exports, a gain of $96,488,740 in imports and of $154,907,889 of exports. The grand total value of imports and exports in 1912 $3,857,648,262, against the former high record of $3,576,546,304 in 1911. If to these figures of our trade with foreign countries were added the value of our trade with Porto Rico and Hawaii in the fiscal year 1912, the total would approximate four billion dollars, though the exact figures on the trade with the islands are not yet available.

The value of imports entering free of duty during the fiscal year was $881,743,144, exceeding by $105,000,000 the former high record of free imports, that of 1911. Non-dutiable merchandise formed in 1912 53.32 per cent of the total imports, against 50.9 per cent in 1911 and 48.5 per cent in 1910. The percentage of imports which entered free of duty was in 1912 larger than ever before, except during the operations of the McKinley tariff law, when sugar was imported free of duty. These figures, showing $881,743,144 worth of merchandise entering the country free of duty in 1912, do not include that coming from Porto Rico or Hawaii, which, if added to that from foreign countries, would bring the total of free merchandise entering the ports of continental United States to nearly or quite $1,000,000,000.

The excess of exports over imports in the fiscal year was $550,795,914, against $522,000,000 last year, but was less than that of 1908, 1901 or 1898, in each of which years the excess of exports over imports was more than $600,000,000.

RECEIPTS AND SHIPMENTS.

Following are the receipts and shipments of grain, etc., at leading receiving and shipping points in the United States for the month of July, 1912:

BALTIMORE — Reported by Jos. B. Hessong, Secretary of the Chamber of Commerce.

Articles	Receipts		Shipments	
	1912	1911	1912	1911
Wheat, bushels	5,195,974	2,919,794	738,061	892,849
Corn, bushels	282,571	304,415	45,789	382,884
Oats, bushels	305,937	243,155	369,522	120
Barley, bushels	570			
Rye, bushels	3,218	4,805		
Timothy Seed, bushels		761		
Clover Seed, bushels		883		
Hay, tons	3,014	4,710	517	1,115
Flour, barrels	69,716	138,626	67,677	43,567

BUFFALO — Reported by Chamber of Commerce.

Wheat, bushels	4,754,266	4,504,143		
Corn, bushels	1,737,810	3,705,756		
Oats, bushels	210,970	2,070,900		
Barley, bushels		15,322		
Rye, bushels				
Other Grass Seeds, lbs.				
Flax Seed, bushels	315,058			
Flour, barrels	813,099	768,505		

CHICAGO—Reported by J. C. F. Merrill, Secretary of the Board of Trade.

Wheat, bushels	3,435,100	12,898,600	2,659,300	2,541,900
Corn, bushels	5,941,200	5,092,600	6,299,100	8,039,550
Oats, bushels	5,849,100	6,945,100	6,088,200	7,821,500
Barley, bushels	262,500	630,000	70,700	125,300
Rye, bushels	51,100	53,200	15,500	23,300
Timothy Seed, lbs.	158,300	87,000	157,600	3,200
Clover Seed, lbs.	342,600	59,000	143,700	11,500
Other Grass Seeds, lbs.	190,300	166,700	1,038,800	309,400
Flax Seed bushels	112,600	56,800	8,000	15,850
Broom Corn, lbs.	244,600	528,800	448,700	716,800
Hay, tons	19,550	11,955	2,803	925
Flour, barrels	396,129	535,116	470,289	522,475

CINCINNATI—Reported by W. C. Culkins, Superintendent of the Chamber of Commerce.

Wheat, bushels	167,092		130,729	
Corn, bushels	690,626		557,485	
Oats, bushels	331,756		171,380	
Barley, bushels	10		652	
Rye, bushels	13,916		653	
Timothy Seed, 100 lb. bgs.	330		194	
Clover Seed " "	416		782	
Other Grass Seed " "	8,667		5,596	
Flax Seed, bushels	18			
Broom Corn, lbs.	115,910		27,776	
Hay, tons	5,519		4,805	
Flour, bbls.			40,658	

DETROIT—Reported by M. S. Donovan, Secretary of the Board of Trade.

Wheat, bushels	83,845	313,112	1,750	9,412
Corn, bushels	66,000	222,020	35,430	82,278
Oats, bushels	230,100	473,863	6,400	15,000
Barley, bushels	2,400			
Rye, bushels	3,000	5,140	1,000	
Flour, barrels	37,110	20,765	29,010	180,221

DULUTH— Reported by Chas. F. MacDonald, Secretary of the Board of Trade.

Wheat, bushels	702,034	1,172,171	2,576,162	2,724,923
Corn, bushels		18,513	7,936	141,469
Oats, bushels	115,967	134,056	268,059	178,054
Barley, bushels	13,708	425	11,072	425
Rye, bushels	1,190	34	100	114
Flax Seed, bushels	431,913	37,709	392,901	1,000
Flour, bbls.	564,100	432,725	537,915	497,500
Flour Production	56,745	75,090		

KANSAS CITY, MO. — Reported by E. B. Bigelow, Secretary of Board of Trade.

Wheat, bushels	6,603,600	7,590,000	1,435,200	3,942,000
Corn, bushels	1,836,000	1,108,750	1,058,400	796,250
Oats, bushels	807,500	319,600	265,200	127,500
Barley, bushels	1,400	1,400		5,600
Rye, bushels	17,600	4,400	12,100	3,300
Kaffir Corn, bushels	30,357	60,714	27,679	72,321
Flax Seed, bushels	1,000			
Bran, tons	680	1,100	4,080	5,000
Hay, tons	17,328	30,024	5,136	7,140
Flour, barrels	8,500	27,000	115,750	114,250

MILWAUKEE — Reported by H. A. Plumb, Secretary of the Chamber of Commerce.

Wheat, bushels	644,000	436,180	244,090	141,640
Corn, bushels	429,520	227,130	360,010	382,614
Oats, bushels	693,000	826,200	672,773	984,978
Barley, bushels	189,800	218,086	136,200	151,822
Rye, bushels	35,200	20,400	54,310	4,080
Timothy Seed, lbs.				
Clover Seed, lbs.		133,045		
Flax Seed, bushels	42,000	1,200		
Hay, tons	2,356	1,452	132	36
Flour, bbls.	202,200	272,800	309,101	302,921

MINNEAPOLIS — Reported by H. W. Moore, Statistician of the Chamber of Commerce.

Wheat, bushels	2,861,450	5,218,600	2,332,940	2,312,340
Corn, bushels	294,730	265,190	191,980	269,660
Oats, bushels	434,240	662,190	479,950	699,240
Barley, bushels	109,080	176,500	391,220	157,250
Rye, bushels	55,380	63,800	15,160	7,900
Flax Seed, bushels	487,200	132,600	60,900	3,700
Hay, tons	1,830	2,490	270	250
Flour, bbls.	24,638	24,010	1,169,519	1,170,614

MONTREAL — Reported by George Hadrill, Secretary of the Board of Trade.

Wheat, bushels	4,088,319	2,126,306	3,735,244	1,278,973
Corn, bushels	39,501	1,264,577	4,278	1,139,950
Oats, bushels	1,261,734	1,142,726	1,622,154	1,198,090
Barley, bushels	87,646	53,274	116,000	7,416
Rye, bushels				
Flax Seed, bushels	58,649	26,279		
Flour, sacks	521,301	239,865	406,681	285,616

NEW YORK — Reported by H. Heinzer, Statistician of the Produce Exchange.

Wheat, bushels	2,036,500	2,519,400	1,660,773	1,299,564
Corn, bushels	489,900	870,100	65,340	507,600
Oats, bushels	1,438,375	2,264,925	102,996	64,607
Barley, bushels	136,968	8,925	195,054	
Rye, bushels	1,150	3,420		
Timothy Seed, lbs.				bgs. 438
Clover Seed, lbs.	bgs. 974		bgs. 812	" 558
Other Grass Seed, lbs.				
Flax Seed bushels	559,405			13,160
Hay, tons	22,480		bls. 10,824	bls. 12,966
Flour, bbls.	608,427	604,114	251,518	235,304

OMAHA — Reported by F. P. Manchester, Secretary of the Omaha Grain Exchange.

Articles	Receipts		Shipments	
	1912	1911	1912	1911
Wheat, bushels	2,203,200	1,419,600	613,000	622,800
Corn, bushels	1,867,200	1,214,400	1,802,000	1,832,600
Oats, bushels	872,100	294,100	541,500	565,500
Barley, bushels	1,400	21,000	9,000	2,000
Rye, bushels	1,100	1,100	2,000	

PHILADELPHIA — Reported by Frank E. Marshall, Secretary of the Commercial Exchange.

Wheat, bushels	829,156	1,371,533	328,440	566,966
Corn, bushels	146,585	92,869		
Oats, bushels	514,280	525,614	60,941	
Barley, bushels	2,000			
Rye, bushels				
Timothy Seed, bags				
Clover Seed, bags				
Other Grass Seeds, bags				
Flax Seed, bushels				
Hay, tons	6,083	7,172		
Flour, bbls.	112,508	148,935	12,705	44,661

SAN FRANCISCO— Reported by Wm. B. Downes, Statistician of the Chamber of Commerce.

Wheat, centals	248,615		217	
Corn, centals	20,195		18,189	
Oats, centals	54,115		1,340	
Barley, centals	235,270		93,299	
Rye, centals	1,265			
Hay, tons	18,381		1,098	
Flour, bbls.	94,621		39,017	

ST. LOUIS — Reported by Eugene Smith, Secretary of the Merchants' Exchange.

Wheat, bushels.	4,034,861	4,658,262	1,209,970	1,058,470
Corn, bushels	1,529,025	2,034,100	800,585	1,557,865
Oats, bushels	1,217,240	2,771,500	598,310	1,214,100
Barley, bushels	21,854		9,070	13,570
Rye, bushels	6,663	31,023		10,920
Hay, tons	18,425	18,100	7,610	6,915
Flour, barrels	201,780	217,270	177,910	196,640

TOLEDO —Reported by Archibald Gassaway, Secretary of the Produce Exchange.

Wheat, bushels	805,000	2,690,000	295,300	584,500
Corn, bushels	211,400	200,000	79,400	151,300
Oats, bushels	124,500	257,500	89,400	281,700
Barley, bushels				
Rye, bushels	1,000	3,000	3,300	1,100
Timothy Seed, bags				
Clover Seed, bags				
Alsike " "				

RECEIPTS OF WHEAT AT PRIMARY MARKETS.

Receipts of wheat at winter and spring grain markets for 5 weeks, since July 1, with comparisons, in bushels, compiled by the Cincinnati Price Current:

	1912	1911
St. Louis	5,280,000	4,867,000
Toledo	863,000	2,983,000
Detroit	23,000	320,000
Kansas City	9,206,000	7,228,000
Winter Wheat	15,372,000	15,398,000
Chicago	3,977,000	14,722,000
Milwaukee	800,000	551,000
Minneapolis	3,326,000	5,852,000
Duluth	657,000	1,397,000
Spring wheat	8,760,000	22,522,000
Aggregate, 5 weeks	24,132,000	37,920,000

Total receipts of winter and spring wheat at primary markets 5 weeks since July 1, 1912, to August 5, with comparisons.

	Winter	Spring	Total
1912	15,372,000	8,760,000	24,132,000
1911	15,398,000	22,522,000	37,920,000
1910	14,356,000	15,818,000	30,174,000
1909	11,748,000	12,613,000	24,361,000
1908	13,725,000	14,562,000	28,287,000

The movement of the 1912 grain crop to the Indianapolis market began on July 10.

The first car of spring wheat of the crop of 1912 was received in Chicago on August 8. It was grown in Illinois and graded No. 4 and sold at 90c. The first car last year was received July 22 and in 1910 on August 1.

J. R. Koontz of the Santa Fe reports that he finds the Oklahoma farmers have increased the state's kaffir corn acreage this year by at least 25 per cent. As last year there was a total acreage of 454,146 acres, which produced a total yield of 4,530,086 bushels, the 25 per cent increase in acreage will bring this year's acreage up to 567,684 acres and the yield up to 5,662,607 bushels, which will break the best record of ten years and assign Oklahoma the second place as a kafir producer. Prices for the grain have been advancing and by August 1 had reached about 80 in the interior.

Annesser & Alt, Columbus Grove Grain Co. and People's Elevator of Columbus Grove, O., have given notice to their trade that they have "abandoned the practice of loaning grain bags, not from the fact that Columbus Grove is the only town in this part of the state which has not long ago abandoned the practice, but because the practice is a very expensive one to the elevator operators, necessitating us every year to invest no little amount of money for the purchase of new bags, which in a very short time become lost or worthless."

ELEVATOR AND GRAIN NEWS

EASTERN.

E. C. Frost will build a fireproof elevator at Shelburne Falls, Mass.

M. D. Stanley and Samuel Welinski will build an elevator at New Britain, Conn.

W. D. Roe & Son are building an elevator at Sudlersville, Md., at a cost of $10,000.

George W. King has purchased the grain, grocery and coal business of Frank Knight at Charlton Depot, Mass.

The directors of the port are considering the erection of an elevator on the new Commonwealth pier in South Boston, Mass.

Irvin Shaneman has the concrete foundation laid for his new elevator at West Reading, Pa. It will have 6,000 bushels' capacity.

J. Elmer Perry has purchased the coal, wood, grain and hay business at Wilmington, Del., formerly owned by the late H. T. Sergeant.

The Arthur E. Pratt Co. has incorporated at Augusta, Me., for the purpose of dealing in flour, grain, etc. The capital stock is $100,000. E. M. Leavitt is president and treasurer.

In connection with the new elevator which the Lehigh Valley Railroad is building at Commenpaugh, near Jersey City, N. J., there will be erected a 1,000-bushel per hour drier by the Morris Grain Drier Co.

Mackenzie & Winslow will erect an elevator 30x30 feet and 50 feet in height at Fall River, Mass. A two-story warehouse, 35x140 feet, will also be built. The buildings will have corrugated metal siding, wood studding and gravel roofs.

The Pennsylvania Railroad Co. is building a $1,000,000 elevator at Girard Point, Philadelphia. The preliminary work is progressing rapidly; 5,000 piles, 65 feet long, brought from North Carolina and Virginia, are being driven.

The old Kellogg Elevator at Buffalo is being wrecked and five concrete grain storage tanks will be erected on the site. It is understood that each tank will have a capacity of 75,000 bushels. The proposed improvements will cost over $200,000.

Thomas & Co. has incorporated at Frederick, Md., and capitalized at $100,000. The incorporators are J. F. Thomas, S. A. Thomas, C. W. Thomas, J. W. Thomas, G. L. Thomas and G. F. Thomas. The company has rented a store building in which it will do a general grain and feed business.

The Farmers' Feed Co. of Buffalo, whose specialty is dried brewers' grains, and who some time ago acquired the plant of the Kaltenbach Brewing Co., at Clinton and Pratt Streets, has remodeled and equipped the property throughout, including the erection of a drier, the total cost being about $100,000. Other plants of the company are located at Melrose, New York and Newark, while officers are maintained at Hamburg, Germany.

ILLINOIS.

Work is progressing on the new elevator at Rutland, Ill.

The Farmers' Elevator at Carlock, Ill., has been remodeled.

C. G. Lauer has had his elevator at Dana, Ill., rebuilt and enlarged.

A new office is being constructed in connection with the Karr Elevator at Seymour, Ill.

James H. Kerrins has sold his grain and coal business at Chatsworth, Ill., to S. R. Puffer.

The village board at Coal City, Ill., voted down a proposition to build an elevator at that place.

The Farmers' Elevator Co. has purchased the Lewis & Beggs elevator at Rees, Ill., for $4,000.

A. D. Kaga has traded his elevator at Filson, Ill., to G. A. Howe of Atwood, Ill., for Indiana land.

The Haldane Farmers' Elevator Co. has purchased the B. P. Hill Grain Elevator at Haldane, Ill.

The working floor of the Cleveland Grain Co.'s new elevator at Champaign, Ill., has been completed.

The Armour Grain Co. of New Jersey has taken over the business of the Armour Elevator Co. of Chicago.

William Dale of Kankakee, Ill., has purchased an elevator at Crescent City, Ill., from Peter McDermott.

Claude Cuppy & Son will erect an elevator at Kemp, Ill. They expect to expend $8,000 or $10,000 on the building and equipment.

P. A. Quanstrong has purchased the old Olmstead Elevator and feed mill at Genoa, Ill. The property has been out of commission several years, but Mr. Quanstrong will cover the building with iron, install a 50-horsepower electric motor and new grinding machinery.

The National Automatic Scale Co. of Bloomington, Ill., has installed a 2,000-bushel scale in J. M. Hairgrove's elevator at Virden, Ill.

The Sidney Grain Co., Champaign, Ill., has repaired its office, laid a concrete floor in the coal bins and made a number of other improvements.

The Triumph Grain & Supply Co., Triumph, Ill., will meet Aug. 17 to consider the construction of an elevator at Prairie Center, R. F. D. Troy Grove, Ill.

J. E. Hawthorne of Bloomington, Ill., has installed a 1,500-bushel Reliance Automatic Scale in his elevator at Parnell, Ill., and a 1,200-bushel scale in his elevator at Fletcher, Ill.

R. F. Byerly of Catlin, Ill., has placed his contract with the Burrell Engineering & Construction Co. for a 30,000-bushel elevator. A Western Sheller and Cleaner is included in the working equipment.

Yeoman & McGarraugh, who recently purchased the elevator at Avon, Ill., have leased the plant to Bader & Co. of Vermont, which firm also takes charge of the Dole elevators at Prairie City and St. Augustine.

The Tibbits Co. has incorporated, capitalized at $25,000, at Sycamore, Ill., to deal in building material, coal, grain, machinery, etc. Heber L. Tibbits, Ralph E. Wells and John A. Bloomburg are the incorporators.

The McLean County Grain Co. has incorporated at Bloomington, Ill., to deal in grain and grain products. The capital stock is $5,000 and the incorporators are J. W. Probasco, Jesse Simpson and John A. Parks.

The Smith-Hippen Grain Co. of Pekin, Ill., is dredging a new channel into the unapproachable harbor of Spring Bay. It will afford an entry into this port, on which is located one of the company's elevators, which has no railway connection.

G. W. Hadden and Squire Bear traded their elevator at Penfield, Ill., to John Wood of Gifford, Ill., for land in Vermilion county. Possession will be given Oct. 1. G. W. Hadden, who retires, is one of the oldest grain men in that vicinity, having lived there seventy-eight years.

MISSOURI, KANSAS AND NEBRASKA.

Three elevators are being constructed at Ensign, Kan.

Work has begun on a new elevator at Montezuma, Kan.

A new elevator has been completed at New Cambria, Kan.

The Mercantile Warehouse Co. will build a warehouse for broom corn at Wichita, Kan.

The St. Marys Grain Co. has incorporated at St. Marys, Kan., with a capital stock of $10,000.

A new concrete pit has been constructed in the Minden Grain Co.'s elevator at Minden, Neb.

W. F. Robinson & Son of Liberal, Kan., have leased a warehouse at Wichita, Kan., for the storage of broom corn.

The Millers' Grain Co. of Wichita has purchased W. M. Mantey's Elevator at Nashville, Kan., and the McGruder & Harding Elevator at Cairo, Kan.

The Farmers' Union Co. has almost completed a 10,000-bushel grain elevator at Lost Springs, Kan. It has cement grain pits and a 750-bushel automatic scale.

The Southwest Grain Co., which was recently organized to operate elevators along the Rock Island, southwest of Hutchinson, Kan., is building its first house at Bloom, Kan.

The St. Louis Elevator & Grain Co., St. Louis, Mo., capitalized at $25,000, has been incorporated by Jacob Schreiner, Ralph J. Pendleton, Leslie A. Cash and Charles A. Schreiner.

W. T. Shuto has improved the facilities of his elevator at Penalosa, Kan., by the addition of two 1,000-bushel automatic scales, purchased of the National Automatic Scale Co.

The Larabee Milling Co. of Hutchinson, Kan., has acquired five elevators from the O'Neil-Kauffman-Pettit Grain Co. The elevators are located at Kingsdown, Greensburg, Branham, Haviland and Wellsford.

The Farmers' Grain Co. has organized at Walton, Kan. A 12,000-bushel elevator, 36x40 feet, is in course of construction for this company. C. C. Lindanwood is president and Ora L. Spangler is secretary and treasurer.

The Hutchinson & Western Interurban Railway Co. contemplates locating a shipping station at every section on the line, as the road is extended west of Hutchinson, Kan. This may mean an elevator for the farmers wherever wanted along the road.

Albert Watson & Son's new mill and elevator at Kansas City, which replaces their plant destroyed May 6, has been completed. The main building, of brick and steel, is 88x100 feet, and will have a warehouse capacity of 5,000 barrels of flour. The elevator is 80 feet high, with a capacity of 35,000 bushels of grain. The plant cost about $40,000.

George Harryman & Brothers have completed a broom-corn warehouse, 75x100 feet, at Wichita, Kan.

G. A. Cooper & Co. have purchased the R. J. Johnston Elevator at Lyons, Kan., and they are building a new 6,000-bushel elevator, called the Frisco Elevator, in another part of the town.

The Big Four Grain Co. has organized, with headquarters in Hutchinson, Kan. The company has asked for six sites for elevators along the Rock Island lines. The company proposes to build all of its grain elevators of concrete or steel. Each elevator will cost more than $5,000, to comply with the requirements of the Rock Island system.

OHIO, INDIANA AND MICHIGAN.

The elevator at Foster, Ind., has been overhauled.

The J. L. Rouze Co. has enlarged its elevator at Fostoria, Ohio.

C. R. Einsel has added a third story to his elevator at Plymouth, Ohio.

Crabbs, Reynolds, Taylor Co. is planning to build an elevator at Reynolds, Ind.

The Standish Elevator Co. is building a hay shed, 30x80 feet, at Standish, Mich.

Krause & Apfelbaum of Columbia City are building an elevator at Fort Wayne, Ind.

The new elevator at Plymouth, Ind., has been completed and the machinery installed.

The Mason Elevator Co. of Mason, Mich., has installed a No. 5 Monitor Grain Cleaner.

A. B. Cohee of Frankfort, Ind., has purchased W. S. Richey's elevator at Hobbs, Ind.

The Farmers' Elevator Co. has leased a building at Fostoria, Ohio, for this season's crop.

The Ottawa Lake Elevator Co., Ottawa, Mich., has increased its capital stock from $5,000 to $10,000.

The City Hay & Grain Co. has engaged in the wholesale and retail business at Zanesville, Ohio.

The Farmers' Grain & Supply Co. opened its new elevator to the public at Camden, Ohio, recently.

The Vocke Elevator & Milling Co. of Napoleon, Ohio, has changed its name to John H. Vocke & Sons.

William Boer is building a mouse-proof storehouse in connection with his elevator at Hudsonville, Mich.

The S. W. Flower Co. of Toledo, Ohio, has installed a No. 6 Monitor Seed Cleaner in its elevator.

G. H. Knepper of Edon, Ohio, and H. D. Radditz of Toledo have leased the elevator at Montpelier, Ohio.

C. E. Young & Son of Urbana, Ohio, have taken over the Hagenbuch Elevator at Hagenbuch station, Ohio.

The Clifton Springs Distilling Co. will remodel its grain elevator at Clifton, Ohio, at an expense of $1,500.

The new elevator at Osgood, Ohio, owned by Alexander Bros., is equipped with the Sidney line of machinery.

Raymond H. Sellers has purchased an interest in the grain business of Valentine & Valentine at Franklin, Ind.

The Williamsport Elevator, Williamsport, Ind., has added a mill-feed department and the office has been enlarged.

G. T. Burk has installed a new 10-horsepower motor in his elevator at Decatur, Ind., to be used for cleaning seeds.

C. E. De Puy recently purchased, through A. H. Smith, a No. 4 Monitor Seed Cleaner for his elevator at Pontiac, Mich.

The Erwin Grain Co., Monroeville, Wis., has changed hands, the new owners being William Shaffer and M. A. Clem.

The Irvin T. Faugboner Co., dealers in hay and straw, at Bellevue, Ohio, has added a grain department to its business.

Charles Abel of Garrett, Ind., has let the contract to the Burrell Engineering & Construction Co. of Chicago for a new elevator.

The Hamler Farmers' Grain & Stock Co. has taken over the Wickenhiser Elevator at Hamler, Ohio, and has put it in good condition.

T. W. Latham, who recently purchased the grain elevator at Monroeville, Ohio, has sold the same to J. P. Easton and Philip Horn.

T. W. Latham, who recently purchased the Shug & Horn Elevator at Monroeville, Ohio, has sold it to J. P. Easton and Philip Horn.

T. J. Connell of Milton, Ind., has purchased the grain elevator at Beeson's station, Ind. Henry Sheppard will have charge of it.

The Rochester Elevator Co., Rochester, Mich., has filed notice of dissolution. Frank D. Shoup will continue the business of the company alone.

The Nathan Grain Co. of Fort Wayne, Ind., started its elevator at Topeka, Ind., August 7, after eight weeks of overhauling and remodeling. The

house has 30,000 bushels' capacity. The entire new equipment was supplied by B. S. Constant of Bloomington, Ill.

The Rogers Bros. Seed Co. of Alpena, Mich., has ordered a 2-bushel bagging scale of the National Automatic Scale Co. of Bloomington, Ill.

The Bear Grain Co. has doubled the capacity of its elevator at Hicksville, Ohio. Also, the weighing and office arrangements have been improved.

The Radnor Grain Co. has incorporated at Radnor, Ind., and capitalized at $10,000. The directors are M. T. Dillen, C. A. Ashpaugh and M. L. Conley.

The newly organized Co-operative Grain & Coal Co. of Darlington, Ind., has taken over Malsbary & Cox's elevator and Clouser's flour mill. The consideration was $23,000.

The Garman Grain Co. of Delphos, Ohio, has purchased an elevator in Spencerville, Ohio, from Thompson, Faust & Co. This firm will also build an elevator at Ora, Ind.

The Grimes & Stritmatter Grain Co. of Portsmouth, Ohio, is building a Morris grain drier of 200 bushels' capacity per hour in the elevator at Lucosville, Ohio, near Portsmouth.

The Metz-Bloom Co. has incorporated at Fort Wayne, Ind., to deal in grain and seed. It is capitalized at $10,000. N. W. Bloom, C. S. Ridenour, F. R. Metz and L. D. Metz are the incorporators.

The Western Ohio Grain Storage Co. has incorporated at Springfield, Ohio, with a capital stock of $10,000. J. W. Burk, R. D. Patton, C. E. Braumiller, L. B. Miller and Oscar T. Martin are the incorporators.

The Copemish Bean & Grain Co. has leased land near the site of the G. E. Woolf Roller Mill at Copemish, Mich., for the purpose of erecting an elevator. The company, which was organized last March, is capitalized at $10,000. H. E. Chatterton is president and Harry Dodt secretary. The new elevator will be 28x70 feet, part of which will be three stories in height and the other part two stories. A 25-horsepower gasoline engine will be installed for feed-grinding.

CANADIAN.

The H. F. Grain Co., Ltd., has incorporated at Regina, Sask.

The Wm. Grant Grain Co., Ltd., has incorporated at Regina, Sask.

The Southern Elevator Co., Ltd., has incorporated at Moose Jaw, Sask.

The R. B. McClean Grain Co., Ltd., has incorporated at Saskatoon, Sask.

The Superior Elevator Co. has awarded the contract for the erection of a modern cleaning elevator at Fort William, Man.

The Harbor Commissioner will put Wolf all-steel employees' elevators in the elevator now under construction at Montreal.

It is understood that the Canadian government will soon ask a renewal of the rate granted Canadian grain last winter from Fort William to Duluth, of the United States.

The Dominion government elevator at Fort William, Man., will have a capacity of 3,250,000 bushels. It will be equipped with a modern drying plant with a capacity of 48,000 bushels a day.

Members of the grain commission have submitted specifications for the government elevator to be built at the head of the Great Lakes. The elevator will be of 3,250,000 bushels' capacity.

The Western Grain Co., Ltd., has incorporated at Winnipeg, with a capital stock of $100,000. The provisional directors are Robert Siderfin, Lomest B. Sadie, David Wilson, Harold Spencer and David Howatson.

The government has authorized the grain commission to purchase from the Canadian Northern Railway a piece of land at Port Arthur, Ont., having a water frontage of 600 feet. An elevator will be built on this site.

The Grain Growers' Grain Co. has decided to accept the offer of the Manitoba government to lease its elevator system. The company will lease also two terminal elevators at Fort William, Ont., from the Canadian Pacific Railroad.

The Fort William Elevator Co. has awarded the contract to Barnet & McQueen of Fort William for the construction of its new elevator. The capacity of the house will be about 3,600,000 bushels. The contract price was about $700,000.

The Mooney Seed Co., owners of the Winnepeg Elevator, which was wrecked by the recent cyclone at Regina, Sask., has secured a new site on which to rebuild, as the C. P. R. refused to allow the company to build again on the old site.

The Canadian Pacific Railway has awarded a contract to John S. Metcalf Co., Ltd., Montreal and Chicago, for the construction of a 1,000,000-bushel elevator at West St. John, N. B., at an approximate cost of $500,000. It will be of reinforced concrete, electrically operated and capable of unloading 160 cars in ten hours. It is to be ready for the winter shipping season of 1912-1914.

J. W. Tackaberry of Merlin, Ont., will sell his line of elevators at Merlin, Coatsworth and Fletcher, Ont., as he is going West.

The Fort William Elevator Co., Ltd., with a capital stock of $500,000 and headquarters at Winnipeg, has incorporated. The provisional directors are: David Horne, manager; Herbert L. Swift, G. H. Yule, Wm. E. Davidson and M. M. Perdue of Winnipeg.

A Morris Grain Drier of 1,000 bushels' capacity per hour is being erected in connection with the 1,000,000-bushel concrete elevator which Barnett & McQueen are building for a client at North Transcona, near Winnipeg. The drier will be ready for operation Oct. 1.

The Department of Railways and Canals is planning to enlarge the government owned elevator at Port Colborne, Ont., to prevent a recurrence of last winter's grain blockade. This elevator has a capacity of 1,800,000 bushels and it is proposed to enlarge it to 2,000,000 bushels' capacity.

A chain of warehouses will be built from Montreal to the Pacific coast by the newly organized Grand Trunk Terminal Warehouse Co., Ltd., which is capitalized at $10,000,000. The first chain will include Montreal, Toronto, Fort William, Winnipeg, Calgary, Edmonton, Vancouver and Prince Rupert. Later additional plants will be built where business demands them.

WESTERN.

An elevator is being constructed at Buhl, Idaho.

The Deary Farmers' Union will build a warehouse at Deary, Idaho.

A North Dakota company will build an elevator at Floweree, Mont.

Work is progressing on the elevator of the Globe Mills at San Pedro, Cal.

The St. Anthony & Dakota Elevator Co. will build an elevator at Inverness, Mont.

The Occident Elevator Co. of Minneapolis will build an elevator at Wibaux, Mont.

The St. Anthony & Dakota Elevator Co. will erect a 30,000-bushel elevator at Joplin, Mont.

A farmers' meeting was held at Musselshell, Mont., to consider the building of an elevator.

The Northern Grain & Warehouse Co. will install electric power in the plant at Steptoe, Wash.

The St. Anthony & Dakota Elevator Company is building an elevator, 24x30 feet, at Hingham, Mont.

A meeting was held in Nashua, Mont., July 20, for the purpose of organizing a farmers' elevator company.

Jones & Onserued are building a warehouse, 40x100 feet, at Usk, Wash., to be used to store the products of the Calispel Valley.

A farmers' elevator meeting was held at Medicine Lake, Mont., July 19, to consider the erection of an elevator. Hans Rasmussen is the secretary.

The Colorado Malt & Barley Co. of Longmont, Colo., has purchased a 700-bushel Reliance Scale of the National Automatic Scale Co. of Bloomington, Ill.

An elevator will be erected at Poso, Colo., the center of the Model Land & Irrigation Co.'s reclamation project. It will have a capacity of 30,000 bushels.

J. E. Cady has commenced work on the erection of a 20,000-bushel elevator at Joplin, Mont. Hans Hogg expects to erect an elevator on the same siding soon.

A 75,000-bushel concrete elevator and a large warehouse are in course of construction at Nampa, Idaho, for the Caldwell Milling & Elevator Co. It will cost about $20,000.

The new elevator under construction at Clyde Park for the Occidental Elevator Co. will be finished by September 1. The structure will have a capacity of 40,000 bushels.

A mutual farmers' elevator company was organized at Carpenter, Colo. The capital stock will be $25,000. J. Rosscarpenter, State Senator, is a leader in the movement.

The Evans Co. is building a 50,000-bushel elevator at American Falls, Idaho. Also, the Oneida Grain & Elevator Co. is building a concrete elevator of greater capacity at the same place.

Work has begun on a 25,000-bushel elevator at Judith Gap, Mont. The company, capitalized at $10,000, is composed of 100 farmers. J. H. Lackey is president and S. J. Small is secretary and treasurer.

The Farmers' Elevator Co. has incorporated at Ismay, Mont., with a capital stock of $20,000. The incorporators are G. A. Lewis, C. O. Wright, J. E. Prindle, T. E. Holland, T. B. Jones, G. G. Askin and W. J. McAffee.

The Cambridge Milling & Elevator Co. is building a 70,000-bushel elevator, costing $15,000, at Cambridge, Idaho. The warehouse in connection with this elevator, when a new addition thereto is completed, will have a capacity for storing 50,000 bushels of grain. The elevator will contain 17 bins, each 60 feet high. Adjoining the elevator is the concrete power house, equipped with a 25-horsepower gasoline engine. The elevator will be equipped with the latest machinery and will be ready for the fall crop.

The Farmers' Elevator Co. has incorporated at Stanford, Mont., with a capital stock of $20,000. The incorporators are A. C. Edwards, F. W. Mitchell, N. B. Mathews, W. C. Fliteroft, H. M. Packard, J. M. Finnegan and F. Meredith.

McFarland & Chambers will conduct a general warehouse business at Palouse, Wash. The new firm has leased the two warehouses owned by the Puget Sound Warehouse Co. and the buildings will be put in condition for the fall trade.

The Farmers' Grain Co. will incorporate at Glendive, Mont., with a capital stock of $40,000. C. F. Rainey is president and E. C. Leonard is secretary and treasurer. The company purchased the Gate City Elevator, in which the business will be conducted.

The Judith Basin Grain & Livestock Co. has incorporated at Lewistown, Mont., with a capital stock of $150,000. The incorporators are O. W. Belden and Edmund Wright of Lewistown, John Erickson, Lloyd D. Burton, John Turney and others of Minneapolis.

Eight new elevators, each of a capacity of 25,000 bushels, will be erected in Montana by the Rocky Mountain Elevator Co., a subsidiary of the Royal Milling Co. of Minneapolis. The sites have been decided upon and are at Box Elder, Carter, Big Sandy, Dutton, Nihill and Holin.

The Roundup Elevator, Roundup, Mont., has been purchased by a partnership composed of A. R. Anderson and W. Ladd of Tacoma, Wash., and R. F. Anderson and Peter T. Berven of Roundup. The new owners will increase the capacity of the elevator and build a warehouse on the property.

The Farmers' Elevator Co. of Twin Bridges, Mont., has incorporated with a capital stock of $10,000. The incorporators are A. J. Wilcomb, John F. Fox, R. F. Gunkelman, John C. Seidensticker and W. D. Heller, all of Waterloo, Mont.; James P. Darnutzer of Blaine, Mont., and Patrick Carney of Waterloo.

IOWA.

A farmers' elevator will be built at Kiene, Iowa.

John Beery will build an elevator at Toledo, Iowa.

Work has begun on the new elevator at Palo, Iowa.

A farmers' elevator will be erected at McNally, Iowa.

A new elevator has been constructed at Kinross, Iowa.

A new elevator has been completed at Paullina, Iowa.

The new elevator at Delmar, Iowa, has been completed.

F. H. Meyer has purchased an elevator at Jefferson, Iowa.

The Hylton Elevator is nearly completed at Lorimer, Iowa.

A. A. Moore has remodeled his elevator at Alexander, Iowa.

George Miller plans to erect an elevator at Plum Creek, Iowa.

E. W. Richards will build an elevator at Pocahontas, Iowa.

A farmers' elevator costing $6,700 will be built at Blencoe, Iowa.

The Gregg & Zeeman Elevator at Superior, Iowa, has been repaired.

The Great Western Elevator was opened recently at Estherville, Iowa.

The Western Elevator Co. is repairing the elevator at Linn Grove, Iowa.

The Bunton Elevator at Marne, Iowa, has been repaired and remodeled.

Improvements have been made on the farmers' elevator at Thornton, Iowa.

W. D. Smith will engage in the grain and coal business at Allerton, Iowa.

The Libertyville Elevator Co. will build a $4,000 elevator at Libertyville, Iowa.

A. W. Randall is contemplating the construction of a concrete elevator at Conrad, Iowa.

E. L. Gearhart has opened and repaired the Trans-Mississippi Elevator at Onawa, Iowa.

Davis & Milligan are repainting and repairing their elevator at Marshalltown, Iowa.

M. H. Tjaden has leased the elevator at Wellsburg, Iowa, taking possession Aug. 1.

B. L. Cook has purchased a grain business at La Grande, Iowa, taking possession Aug. 1.

The Farmers' Grain Co. has incorporated at Granger, Iowa, and capitalized at $10,000.

A farmers' company at Dinsdale, Iowa, has organized with Claus Ehlers as president and J. C. Owens

secretary. The company has let the contract for a 15,000-bushel elevator to cost about $3,000.

O. M. Jordan has torn down his elevator at Leroy, Iowa, and will rebuild a modern structure.

The Farmers' Elevator Co. has been building an addition to the elevator at Carrville, Iowa.

The farmers around Wapello, Iowa, are planning the organization of an elevator company.

The New Hartford Grain Co. has enlarged the capacity of its elevator at Cedar Falls, Iowa.

S. H. Parsons has sold his grain elevator at Carnarvon, Iowa, to Mr. Graham of Carroll, Iowa.

The Quaker Oats Co. has assumed control of the elevators of the Wells-Hord Grain Co. in Iowa.

A. F. Girard and J. F. Treanor have purchased the grain business of Wray Brothers at Creston, Iowa.

T. W. Shambaugh is building a grain elevator, 24x36 feet, in connection with his mill at Clarinda, Iowa.

Lamis & Hoose will build an addition, 14x16 feet and 24 feet high, to their elevator at Eddyville, Iowa.

The Huntting Elevator Co. is building a new elevator at Grafton, Iowa, as the old one is out of commission.

Peter Nelson is building an annex, 16x24 feet, with 10,000-bushel capacity, to his elevator at Hamlin, Iowa.

J. B. Adams of Omaha has purchased the elevators at Sac City, Galva and Schaller, Iowa, of Conger, Ball & Co.

The Youngglove Construction Co. is building a new office for the Flugstad Farmers' Grain Co. at Flugstad, Iowa.

The Davenport Malt and Grain Co. will build a one-story brick factory building, to cost $5,000, at Davenport, Iowa.

The Farmers' Grain Co. at Story City, Iowa, is erecting a grain drying building, 22x26 feet, with a height of 50 feet.

The new 25,000-bushel elevator at Malcolm, Iowa, is complete. It is 27 feet square and 60 feet high and cost about $6,000.

The elevator of the Trans-Mississippi Grain Co. at Turin, Iowa, has had an increase in capacity to 30,000 bushels.

The Farmers' Exchange Elevator at Spirit Lake, Iowa, has been torn down and a larger one will be erected in its place.

The farmers of Reinicker, Iowa, are considering an organization with $10,000 capital to build an elevator at that place.

The Iowa Grain & Milling Co. of Scott County, Iowa, has dissolved business. This company was capitalized at $25,000.

D. F. McFarland has disposed of his mill and elevator at Spirit Lake, Iowa. Throat trouble made the work impossible for him.

The elevator property of the Hanley estate located at Gardiner, Iowa, has been purchased by the Farmers' Grain Co. of Bouton, Iowa.

The Northwestern Elevator at Mapleton, Iowa, which has been closed for some time, is to be reopened under new management.

The Garland Elevator and Supply Co. has incorporated at Morning Sun, Iowa, with a capital stock of $10,000. O. E. Wilson is president.

The William H. Sloppy grain business at Marshalltown, Iowa, has been taken over by a new firm, called the Bowles & Billings Grain Co.

The Wilkinson Grain Co. has incorporated, with a capital stock of $20,000, at Gaza, Iowa. R. N. Wilkinson is president and C. F. Reifsteck is secretary.

The Williams Farmers' Elevator Co. has purchased for $4,000 the Vorhes Bros. elevator and warehouse at Williams, Iowa. The company will enlarge and remodel the buildings.

The Farmers' Elevator at Rockwell, Iowa, has been closed two weeks to make necessary repairs. Among other improvements an automatic grain weigher was installed.

The Badger Elevator Co. at Fort Dodge, Iowa, has found it necessary to build another elevator, which will have a capacity of 16,000 bushels. The contract price is $4,600.

It is reported that the B. & M. Elevator at Burlington, Iowa, that has been used as a storehouse for cement the last three years, will soon be reopened by Armour & Co.

The Farmers' Elevator Co. has purchased the holdings of the Iowa Grain Co. at Dinsdale, Iowa. The contract has been let for a new five-bin crib elevator to stand about 52 feet high.

The Farmers' Elevator Co. has incorporated at Rockwell City, Iowa, and purchased the old Miles Elevator. Chas. Bigelow is president and Ed. W. Burch secretary and treasurer.

The Farmers' Co-operative Grain Co. has incorporated at Bouton, Iowa, with a capital stock of $20,000. The directors are J. C. O'Malley, J. H. Wright, William L. Morgan, John A. Kendall, H. H. Meier, John Crawford and Henry Schnoor.

SOUTHERN AND SOUTHWESTERN.

The Paducah Milling Co. will build an elevator at Bookport, Ky.

The Gerst Brewing Co. will build three grain bins at Nashville, Tenn.

The Donna Grain, Ice and Implement Co. at Donna, Texas, has dissolved.

The farmers of Cherokee, Okla., desire the Santa Fe and Orient road to put in track scales.

An elevator will be built at Vega, Texas, to care for the large crop of wheat in Oldham County.

J. W. Crews has purchased the grain house occupied by the Union Supply Co. at Wauchula, Fla.

R. E. Grubbs & Son have begun business in the former elevator of the Milling Co. at Berryville, Va.

Frank G. Thompson of Marengo, Ala., has rented a warehouse in Birmingham, Ala., in which to store hay.

The Farmers' Grain Elevator Co. has completed a 35,000-bushel elevator at a cost of $8,000 at Broom, Texas.

The Lattourrette Grain & Coal Co. is building a new warehouse, covering 90,000 square feet, at Jonesboro, Ark.

W. B. Brigham & Sons of Augusta, Ga., have recently purchased a 500-bushel automatic scale of the National Automatic Scale Co.

The Knoxville Sand & Transportation Co. has begun work on a new grain warehouse at Knoxville, Tenn. It will cover a lot 100x50 feet.

The Ritter-Henning Co. has incorporated at Louisville, Ky., with a capital stock of $25,000. The incorporators are E. M. Ritter, L. W. Henning and W. M. Schanzenbacher.

The Edmisson Brothers' Grain Co. has incorporated at Knowles, Okla., with a capital stock of $20,000. The incorporators are Felix E. Edmisson, George I. Edmisson and Robert E. Edmisson of Englewood, Okla.

The Adams Grain & Provision Co. of Richmond, Va., is negotiating with the Chesapeake and Ohio Railway for the lease of one of its elevators at Newport News, Va. The elevator has a capacity of 1,000,000 bushels.

MINNESCTA AND WISCONSIN.

A 30,000-bushel elevator will be built at Osakis, Minn.

A new farmers' elevator is being erected at Lake Park, Minn.

An elevator is under construction at Thief River Falls, Minn.

Emery and Howard are building a new elevator at Anoka, Minn.

A. A. Davidson has rented the L. C. Spooner Elevator at Morris, Minn.

The Farmers' Produce Co. is building an elevator at Anson Station, Wis.

Fred Zieske has purchased the J. Borgerding Elevator at Greenwald, Minn.

The R. E. Jones Co. has purchased the Western Elevator at Kellogg, Minn.

The Little Falls Milling Co. will remodel the elevator at Grey Eagle, Minn.

The Andrews Grain Co. has raised and repaired the elevator at McIntosh, Minn.

Dittes Bros. have purchased the Brown Valley Elevator at Brown Valley, Minn.

The Farmers' Elevator Co. at Grove City, Minn., will erect an elevator costing $6,750.

The Farmers' Elevator Co. has purchased an elevator at Janesville, Minn., for $1,800.

The Farmers' Produce Co. will erect an elevator at Howard station, near Albertville, Wis.

Henry Goenner has purchased the Minneapolis & Northern Elevator at Clear Lake, Minn.

H. O. Eames of Minneapolis has purchased the Wells-Pearce Elevator at Morris, Minn.

D. F. McDermott & B. J. Perrizo, grain dealers at Benson, Minn., have dissolved partnership.

David Askegaard of Comstock, Minn., has purchased the Pillsbury Elevator at Rustad, Minn.

The Farmers' Elevator at Hoffman, Minn., will be enlarged by the addition of a 24x24-foot crib.

R. S. Hansen sold his elevator at Ellsworth, Wis., to the Equity Exchange of Prescott, Wis., for $5,000.

The Duluth Elevator Co. is building a new office in connection with the elevator at Wolverton, Minn.

The H. Poehler Co. of Minneapolis recently purchased John P. Coffey's elevator at Magnolia, Minn.

Cronan Elevator at Rose Creek, Minn., has been repaired and the new Huntting Elevator completed.

The Canby Farmers' Grain Co. has incorporated at Canby, Minn., with a capital stock of $12,000. The incorporators are Herman Laabs, C. W. Armitage and A. W. Dahl.

The Gould Elevator Co. of Manitowoc, Wis., has changed its corporate name to the Gould Grain Co.

The Farmers' Elevator Co. at Bigelow, Minn., has purchased the elevator owned by McIntyre and Frederick.

C. F. Miller has purchased the Cargill Elevator at Long Prairie, Minn., and will remodel it for the fall crop.

The Farmers' Co-operative Elevator Co. of Oklee, near Lambert, Minn., has let the contract for a $5,800 elevator.

The office, engine room and flour shed of the Glenwood Farmers' Elevator Co. at Glenwood, Minn., will be rebuilt.

The Fairmont Farmers' Elevator Co. has re-opened the elevator at Fairmont, Minn., after the previous year's idleness.

The Christensen Grain Co. has disposed of its elevator at Rushmore, Minn., to W. H. Christensen and B. P. St. John.

Monroe & White have purchased the O. B. Rogers barn at Clinton, Wis., and expect to remodel it into an elevator and feed mill.

Farmers in the vicinity of Oakland, Minn., are taking steps for the organization of a farmers' elevator and live stock company.

The Morris Grain Drier Co. of Milwaukee, Wis., has just completed a 1,200-bushel per hour drier for the Brooks' Elevator Co. of Minneapolis.

The Oconto County Farmers' Equity Produce Co. has purchased the Truedell Elevator at Oconto, Wis. George Rabas of Lena will be the manager.

The Farmers' Co-operative Grain & Supply Co. has been organized at Rushmore, Minn. J. W. Royer is president and Charles Brinkhouse is secretary.

The Frank Hoag Grain Co. is building a 25,000-bushel elevator at Waukesha, Wis. The building is 36x40 feet and 75 feet high. Electrical power will be used.

The Farmers' Grain Exchange Co. has incorporated at Hector, Minn., with a capital stock of $15,000. George Leasman is president and A. E. Jung, secretary.

The Farmers' Elevator Co. of Bird Island, Minn., has let the contract for an addition to the elevator which will be 18x30 feet, with scales and dump for unloading.

The Morris-Parry Grain Co. has incorporated at Milwaukee, Wis., and capitalized at $10,000. The incorporators are F. R. Morris, C. B. Rix and Thomas W. Parry.

The Badger Farmers' Co. has incorporated at Ripon, Wis., with a capital stock of $10,000. The incorporators are R. M. Sherwood, O. C. Turner and W. A. Simons.

The Equity Elevator & Trading Co. has incorporated at Wood Lake, Minn., with a capital stock of $30,000. William H. Wenholz is president and Herman Milbradt is secretary.

The Keystone Elevator Co. has incorporated at Minneapolis, with a capital stock of $50,000. The incorporators are Paul E. Kuster, Lincoln E. Hallested and Laurence A. Eggleston.

The Atwater Union Elevator Co., Atwater, Minn., disposed of the elevator to the president of the company, Victor T. Peterson, who will continue the business alone. The consideration was $4,600.

The Farmers' Elevator Co. of Norcross, Minn., has incorporated at Norcross and capitalized at $10,000. Fred E. Gillette of Minneapolis is president and J. E. Arnold of Herman, Minn., secretary.

The Montevideo Equity Co-operative Elevator & Trading Co. has incorporated at Montevideo, Minn., with a capital stock of $10,000. F. M. Wolfe was elected president and P. M. Hendrickson, secretary.

The Russell-Miller Milling Co. has purchased the properties of the Electric Steel Elevator Co. at Minneapolis for a consideration in the neighborhood of $500,000. The storage capacity of the elevator is 2,750,000.

The New Richmond Produce Co., recently organized, has taken over the property of the New Richmond Elevator Co. at New Richmond, Wis. John McCarty is president and J. M. Bernd is secretary-treasurer.

W. W. Archer has purchased the elevator at Long Prairie, Minn., formerly owned by the Minnesota Farmers' Exchange, and has torn it down to move it to some new location on the Fargo-Minot cut-off on the Great Northern.

The Speltz Grain & Coal Co. at Albert Lea, Minn., has let the contract for a $13,000 coal and grain elevator. The grain elevator will be a structure 22x224 feet and 40 feet high. A private track is being put in by the company at a cost of $1,100.

The Equity Elevator & Trading Co. has incorporated, with a capital stock of $10,000, at Breckenridge, Minn. The president is F. O. Pierce and the

secretary, M. L. Beeson. The company has leased the Kelly Bros.' elevator for a term of years.

THE DAKOTAS.

Des Lacs, N. D., is to have a farmers elevator.

A fifth elevator is to be constructed at Minot, N. D.

John S. Aker will build an elevator at Baker, N. D.

E. J. Wipf has purchased the elevator at Chancellor, S. D.

L. D. Seeman has purchased the Christ Elevator at Temvik, N. D.

Work is progressing on the new elevator at Shields, N. D.

The Farmers' Equity Union will build an elevator at Mott, N. D.

The Farmers' Elevator at Wessington, S. D., has been repaired.

The Elgin Equity Exchange will erect an elevator at Elgin, N. D.

John Price & Sons are building an elevator at Cresbard, S. D.

E. A. Wearne has purchased the Miller Elevator at Webster, S. D.

A 40,000-bushel elevator will be erected at Zenith, near Belfield, N. D.

Roy Underwood has purchased the farmers' elevator at Flandreau, S. D.

The new Van Dusen & Co. elevator at Hecla, S. D., has been completed.

The Dickey Grain Co. has purchased the Monarch Elevator at Dickey, N. D.

The Farmers' Equity Exchange expects to build an elevator at Freda, N. D.

The St. Anthony & Dakota Elevator Co. is building an elevator at Bremen, N. D.

The St. Anthony & Dakota Elevator Co. will build an elevator at Luverne, N. D.

Ed Ellertson and J. P. Larson will build a 25,000-bushel elevator at Burt, N. D.

The Farmers' Elevator Co. at Crandon, S. D., will erect a 25,000-bushel elevator.

The Gruber Elevator at McVille, N. D., has installed a modern cleaning mill.

Russel Harden has purchased the Minnesota and Western Elevator at Guelph, N. D.

A new elevator will be built at Parker, S. D., to replace the one that burned recently.

The Curlew Elevator Co. will build a 40,000-bushel elevator at Lawther, N. D., near Elm.

The St. Anthony Elevator at Huffton, S. D., has been put in readiness for the new crop.

A farmers' elevator company is being organized at Bowman, N. D., by D. O. Bye and others.

The Dakota Farmers' Elevator Co., capitalized at $25,000, has incorporated at Lane, N. D.

A. Yale has been arranging for the opening of the Columbia Elevator at Mellette, S. D.

The Ramona Farmers' Warehouse Co. will build a 20,000-bushel elevator at Ramona, S. D.

The Farmers' Equity Exchange is building a 40,000-bushel elevator at New Leipzig, N. D.

T. E. Hegna of Beach, N. D., has let the contract for a 40,000-bushel elevator at Carson, N. D.

Jacob Rieder of Drake, N. D., will build an elevator on the Soo about four miles from Drake.

The Farmers' Elevator at McHenry, N. D., has a new roof and other changes have been made.

The Farmers' Elevator and Mercantile Co. will erect a 30,000-bushel elevator at Moffitt, N. D.

The Davenport Co. is building an elevator at White, S. D., with a capacity of 25,000 bushels.

The Farmers' Union Grain Co. has repaired the gasoline engine in the elevator at Stratford, S. D.

The Wilton Mercantile Co., Wilton, N. D., expects to establish an elevator at Regan, N. D., this fall.

Steps are being taken to rebuild the farmers' elevator that was destroyed by fire at Kidder, S. D.

Over $2,000 has been subscribed by farmers to build an equity elevator at New England, N. D.

The Fulton Farmers' Elevator Co. has incorporated at Fulton, S. D., with a capital stock of $9,000.

The Atlas Elevator Co. has torn down its elevator at Watertown, S. D., and will move it to Nicollett, Minn.

The elevator at Powers Lake, N. D., under construction for the Imperial Elevator Co., is almost complete.

Farmers in the vicinity of McCluskey, N. D., are planning to build an elevator at Birsill's siding, near this place.

The Atlas Elevator Co. is tearing down the elevator at Kampeska, S. D., preparatory to moving it to Nicollet, Minn.

The Chaseley Farmers' Elevator Co., capitalized at $25,000, has incorporated at Chaseley, N. D. The incorporators are John G. Hart, Fessenden, N. D.; Geo. Brower, Chaseley, N. D., and Kyle C. Hildebrant, Bowden, N. D.

The Farmers' Elevator Co. has decided to build an elevator at Berlin, N. D., to replace the one that burned last fall.

The Farmers' Grain and Produce Co. has incorporated and purchased the Reid & Burge Elevator at Castlewood, S. D.

A. C. Ruddy has disposed of his interest in the elevator at Raymond, S. D., and has purchased an elevator at Lilly, S. D.

A farmers' meeting was held at Sentinel Butte, N. D., for the purpose of formulating plans for the erection of an elevator.

A recently organized company will build an elevator at Keldron, near Seim, S. D. Theo. Hanson is secretary of the company.

O. P. Shaw has purchased the A. H. Betts Elevator at Ethan, S. D. It will be conducted under the firm name of the Shaw Grain Co.

A farmers' organization has purchased the Monarch Elevator at Lisbon, N. D., instead of building a new one, as had been planned.

The Farmers' Grain Co., Letcher, S. D., has installed a new 25-horsepower engine in the elevator and the office has been enlarged.

The D. McKinnon Elevator Co. at Madison, S. D., has enlarged its business by the purchase of the E. A. Rippe elevator at Saranac, S. D.

Austin Johanna and Owen Hineline will engage in the grain business at Williston, N. D. An elevator will be erected in time for the new crop.

The Mott Equity Exchange, capitalized at $20,000, has incorporated at Mott, N. D. The incorporators are James Bannon, Geo. Kline and L. F. Hoffmann.

The Hofer, Stahl & Bailey Elevator at Dolton, S. D., has been purchased by the Farmers' National Bank of Bridgewater, S. D. The consideration was $4,250.

The Equity Elevator & Trading Co. has incorporated at Ray, N. D. It is capitalized at $10,000. The incorporators are P. P. Campbell, John F. Dahley and T. O. Langager.

The Equity Elevator & Trading Co., capitalized at $10,000, has incorporated at Falson, N. D. The incorporators are John Colby, Joe Keller and H. L. Lee, all of Granville, N. D.

The Glenfield Farmers' Mercantile & Elevator Co., capitalized at $10,000, has incorporated at Glenfield, N. D. The incorporators are August W. Johnson, W. E. Allen and H. F. Cole.

The Farmers' Elevator Co. of Forest River, N. D., has incorporated at Forest River, capitalized at $6,000. The incorporators are Chas. H. Gillham, W. H. Johnston and E. L. Bates.

The farmers of Solen, N. D., held a meeting recently to raise money for the erection of an elevator. L. D. Wiley is president and A. L. Berrier is secretary of the organization.

The Campbell Mercantile Co. has incorporated at Minot, N. D., with a capital stock of $25,000. The incorporators are J. C. Smallwood, Wm. D. Campbell and Halvor L. Halvorson.

A number of Wells County farmers have organized an equity society at Fessenden, N. D. It is capitalized at $12,000. A. T. Lylling is president and William R. Hartl, secretary.

The contract for the Farmers' Elevator at Makoti, N. D., has been let. It will be of 40,000 bushels' capacity and equipped with every convenience, including automatic scales and cleaner.

The Drayton Farmers' Elevator Co., capitalized at $10,000, has incorporated at Drayton, Pembina County, N. D. The incorporators are Nils R. Tacklind, James Bellamy, Sr., and J. B. Hallum.

The Equity Elevator & Trading Co. has incorporated at Juanita, N. D., with a capital stock of $20,000. The incorporators are Dave Vining, Paul Christiansen and A. P. Pederson of McHenry, N. D.

The Independent Elevator Co. has incorporated at Rhame, N. D., with a capital stock of $25,000. The incorporators are Theo. Torbenson, J. M. Evans, H. C. Thompson, S. Brown and C. W. Vincent.

The Equity Elevator & Trading Co. has incorporated at Breckenridge, N. D., capitalized at $10,000. F. O. Pierce is president and M. L. Beeson, secretary. The Kelly Bros. Elevator has been leased for a term of years.

The farmers of Strandburg, S. D., have formed an organization and will incorporate with a capital of $20,000. The directors are Swan Anderson, J. C. Jenson, Jim P. Nelson, Joseph Eliason and Charles G. Swan.

The farmers' elevator and the Henricks Grain Co.'s elevator at Esmond, N. D., have been sold to the Andrews Grain Co. They will be removed to a more advantageous position on one of the new railroads in North Dakota.

It is understood that Regent, N. D., will have three new elevators this fall. The Empire Elevator Co. began building in July, the McCaull-Webster Co. begins this month and the Farmers' Elevator Co. will soon begin. This will give Regent five elevators.

The Equity Farmers' Elevator Co. has incorporated at Heimdal, N. D., with a capital stock of $20,000. The incorporators are Olof Hakanson, Maddock, N. D.; Ole H. Bracken, Heimdel, N. D., and H. Berglund, Manfred, N. D.

The Equity Elevator Co. has incorporated at Viking, near Fessenden, N. D., with a capital stock of $20,000. The incorporators are Frank Schroeder, Viking, N. D.; Lage Lageson, Maddock, N. D., and John G. McNitt, Bremen, N. D.

The Andrews Grain Co. has torn down its feed mill adjoining the elevator at Sykeston, N. D., and will build an annex to the elevator on this site. The annex will be 24 feet square and 60 feet high. The old elevator will be remodeled.

The annual meeting of the stockholders of the Farmers' Equity Elevator Co. of Ryder and Makoti, N. D., showed the affairs of the company to be in excellent condition. Two new directors were elected, C. J. Senartson and Dan Jackson.

The Equity Elevator & Trading Co. has incorporated at Bremen, N. D., with a capital stock of $10,000. The incorporators are William R. Hartl, New Rockford, N. D.; A. T. Lylling, Sheyenne, N. D., and A. C. McNitt, Bremen, N. D.

[Special Correspondence.]

NEWS OF TOLEDO AND OHIO

BY E. F. BAKER.

A soft winter wheat famine is threatening Toledo millers and they are fairly combing the country for supplies. Every available bit of soft winter wheat is being snapped up and great anxiety is being felt relative to the situation notwithstanding. Wheat prices on the Toledo market are even now soaring beyond those at Chicago, and the situation is likely to become worse rather than better. As the situation is at present it is thought most of the Toledo mills will be able to secure enough soft wheat to last until the first of the year; after that time dragnet tactics must be pursued. The soft winter wheat grown in the Toledo territory has a wonderful reputation and is said to make a flour of unusual purity and whiteness. It will be a peculiar hardship for local millers to handle the hard wheat, such as is grown in the Northwest and Southwest, as local mills are not as a rule equipped with machinery suitable for grinding the hard grain. Just at present the Toledo mills are being supplied liberally by water shipments from Chicago and Milwaukee, the lake receipts during the past week aggregating 130,000 bushels. A week before C. A. King & Co. received 125,000 bushels and the Paddock-Hodge Co. a cargo of 100,000 bushels. Since the failure of the soft winter wheat crop became a certainty, local dealers have received three-quarters of a million bushels of this kind of grain from southern Lake Michigan ports, the bulk coming from Chicago. The Toledo market, it is claimed, will receive scarcely a fifth of the normal amount of grain from Ohio, Indiana, Michigan and Illinois; and Toledo millers expect to secure a share of the Pacific Coast wheat which is usually exported to the Orient and to Europe. Present predictions are that Toledo wheat will bring high prices. A few years ago a scarcity of wheat not nearly as great as threatened this season, sent Toledo cash wheat to $1.54, or 20 per cent above the Chicago market. Cash wheat is now considerably higher in Toledo than Chicago, being quoted at the closing of the market Saturday at $1.06. Three grades of wheat are permitted to go on contract at Chicago, while Toledo has its single standard of No. 2 soft winter red. Regardless of the high price of wheat, Toledo millers claim that the price of flour will not soar appreciably, being held down in all probability by the enormous crops promised in the Northwest and Southwest. While many prefer the soft winter wheat to the spring wheat flour, they will not pay exorbitant prices for it when the spring wheat flour is much cheaper. Seed requirements of Ohio are heavy, and there is a tendency to snap up good wheat for seed, so that much of the wheat raised in this section will never see the mills. Wheat receipts during the past week amounted to 226,000 bushels, with shipments of 36,200 bushels.

There is no great consolation in the local corn market either, and it is now feared by local grain men that the corn crop will not exceed one-third of a crop. This is due in part to late planting and the too extreme backwardness of the season. The weather throughout the early summer was so cold that the plants did not have half a chance and in consequence the corn market will also be far below the average. What little corn there is, however, seems to be of very fair quality. Out of 59 cars received in Toledo during the past week 29 graded contract and the remaining No. 4 Sample. There has been received here during the past week 168,500 bushels of corn, as against 15,600 bushels shipped out. Cash corn is being quoted here at 78½ cents.

There is one crop, however, that will retrieve the

glory of the state, and that is oats. Not for years has Ohio had such an oats crop. According to the official state estimates, Ohio will reap 53,000,000 bushels of oats this season, and many believe even this figure to be low. The state's estimate was based on 30 bushels to the acre, while there are many farmers cutting 50 bushels to the acre. Oats receipts for the week were 272,500 bushels, while shipments amounted to 128,700 bushels. The cash price for oats when the market closed Saturday was 33¼ cents, which is about 10 cents lower than at this time last season. Farmers are dissatisfied in regard to the price received for oats and many declare their intention of building bins and holding their oats for better prices. This reluctance on the part of growers to sell explains a recent firmer feeling in the market.

An organization has been formed in Toledo, known as the Toledo Interstate Commerce Club. Its purpose is to protect Toledo shippers from losses arising out of unfair shipping charges and to place Toledo shippers on an even footing with those of other large cities. The Club has a membership of fifty-three active transportation representatives. It is expected that the organization will be of material assistance to local shippers of grain and grain products in the effort to secure fair freight rates in behalf of Toledo as a distributing point for grain. This fight, which has been waged for the past five years, has recently been renewed with increased vigor and promises to bring beneficial results in the near future. The Toledo freight committee, representing freight officials of the leading railways entering the city, has expressed its approval of a general reshipping rate from this point east. A statement of the situation has been presented to E. Morris, chairman of the executive committee of the General Freight Association, and authorized by the Toledo freight committee as follows:

"The Toledo Freight Committee in conference with the Transportation Committee of the Toledo Produce Exchange today strongly urged the adoption of our recommendation under date of December 15 by putting into effect at the earliest possible moment proportional rates of 12½ cents at and east of Toledo, New York on ex-lake grain and 13 cents on grain products, and also to take steps to equalize the Pacific rates now in effect at Chicago by giving Toledo grain and grain products a rate not exceeding 78 per cent of the rate from Chicago to all seaboard points, both domestic and for export, but not change the present grain and milling in transit rates now in effect to and from all points in Central Freight Association territory."

The matter is now before the Central Freight Association for consideration and if relief is not secured from this source it is said it will be taken before the Interstate Commerce Commission by Toledo grain shippers.

The Seneca County Infirmary farm produced 96 tons of hay this year.

During an electrical and hail storm near Delphis, O., last week, oats were literally threshed by large hail stones and many fields of corn were badly damaged.

Florenz Garmhausen, president of the Lock Two Grain and Milling Co. of St. Marys, O., died recently from the effects of a sun stroke. He was aged 54 years.

Elmer Fawcett, Logan County farmer, threshed 162 bushels of rye from three acres recently and claims the biggest rye crop ever raised in that county.

The elevator belonging to Samuel Benton at Pattersburg, O., was destroyed by fire this week, together with several hundred bushels of grain, coal, cement and flour. The loss will be about $5,000.

The Defiance Grain and Milling Co. of Defiance, O., capitalized at $15,000, is among the new Ohio incorporations. This is a reorganization of the Defiance Milling Co., and a more extensive milling plant is designed.

A piston broke at Colton Bros.' flouring mill at Bellefontaine, O., this week, resulting in a portion of the wall of the engine room being knocked down. Engineer Harrington was struck by a flying piece and had his ankle broken.

At Coshocton, O., every flouring mill in the county has stopped its wheels because the farmers are holding back their wheat, waiting for a raise in prices, which have already reached $1.05. Millers are waiting for the Northwest wheat, which will soon be in.

The state association of millers and grain dealers has asked the co-operation of the state board of agriculture in stimulating interest in wheat growing in Ohio. Many prizes of importance will be offered for banner fields.

A new elevator will be opened at Whiteville, O., and the plans are now being made. The company will be known as the Farmers' Grain and Coal Co. E. C. Otter, an elevator man from North Baltimore, will act as manager. H. O. McMunn of Jasper is president of the company.

Twenty thousand dollars is the estimated loss incidental to the destruction last Monday by fire of the three-story elevator and flouring mill of Meyer & Schmiesing at Minster, O. The loss on the building was half covered by insurance. There was no insurance on the stock. The establishment will be rebuilt.

A squad of 25 trusties from the Ohio penitentiary was recently taken to Lima, O., to work on the state hospital grounds. There was no work at the hospital for a couple of days and a nearby farmer hired the gang to assist him in threshing. The convicts jumped at the chance and the farmer paid the state regular wages for the use of the convicts.

Garver & Kinney have purchased Grewog's elevator and feed business at Defiance, O. A number of improvements will be made on the east side elevator, the first being the installation of a grain dump. The new firm has purchased both the elevator and the grain business of A. Groweg & Son. Mr. Groweg is one of the pioneer business men of the city.

The Haskins Farmers' Elevator Co. is the name of a new organization in which 150 farmers are interested. The Watts Elevator was recently purchased by this concern. Following are the officers of the organization: President, F. J. Brand; vice-president, P. A. Ziss; secretary and treasurer, Fred Tean; directors, F. A. Robertson, John Shutzenberg, F. M. Carter, L. F. Carter and H. A. Vermilya.

Toledo, Aug. 10.

[Special Correspondence.]

SOME PITTSBURGH NEWS ITEMS.

Joseph W. Steele, 71 years old, a former grain dealer of McKeesport, died at his home in that city on August 4, of a complication of diseases. Mr. Steel, at the time of his death, was serving as one of the county assessors. He had always taken an interest in municipal affairs and was twice elected a member of the McKeesport school board. He leaves a widow and six children.

The Grain and Flour Exchange has served notice, through its attorney, John E. McCalmont, that it will seek to have its name changed to "The Grain and Hay Exchange of Pittsburgh." The court will give the matter a hearing at the October term.

The farmers throughout Westmoreland County have suffered heavy losses this summer through heavy rains on their wheat crops. The Latrobe-Connellsville Coke Co., which owns extensive farm lands and is a large wheat grower, saved its crops through a unique scheme. The wheat was hauled to the coke ovens nearby and the wheat sheaves placed on the tops of the ovens. It soon dried and was then ready for the barns.

[Special Correspondence.]

WORK ON GIRARD POINT ELEVATOR.

BY E. R. SIEWERS.

Great work on the foundation of the million-bushel elevator at Girard Point, on the Delaware River, Philadelphia, is going on, although it is hardly possible that the plant will be completed and in running order by next July. There has been considerable difficulty and delay in the basic work, notwithstanding the fact that some eighty piles have been driven in place daily, the entire complement numbering five thousand. The difficulty thus far has been to get piles of the proper length as well as of the first quality, and the Virginia and Carolina timber lands have been ransacked in order to secure logs, many of them being sixty-five feet in length and of the most perfect yellow pine. About two thousand piles have already been driven, and the long sticks have been about located, although they were difficult to obtain, several shipments having been rejected on account of defects. From this time on the foundation work will make better progress. Plans are about complete for the concrete and steel structural work and machinery, which will complete the big modern grain elevator.

It is stated, and the rumor will not go down, that the default in the milling-in-transit privilege by some of the leading transportation companies reaching the Philadelphia terminal has had considerable to do with the failure to keep up the lease of the Millbourne Mills, and the Quaker City Milling Company, it is alleged, has had considerable trouble in getting its milling-in-transit rates and privilege.

Senator McCumber, who has fathered the idea of the Federal inspection of grain, it is thought here in Philadelphia by the shrewdest grain men, will allow his pet hobby to get just so far and no farther, inasmuch as the grain exchanges up to date are most emphatically opposed to his bill as it now stands. In the meantime inspection, classification and standardization of grain will go on as of old.

For the grain, flour, feed and hay trade in Philadelphia the passing of the "Old Guard" is a matter of current comment. Among the old timers who have left the stage of action may be mentioned Messrs. Graff, Hancock, Freed, McAleer, Kirk and Rogers; and Canby, retired; while S. C. Woolman Hunter Brooke, Christopher Bailey, Wilson Welsh and several others are the young "old men"; and Captain W. H. Cheeseman, who weighed the first lot of grain that was handled by the old Washington street Elevator, and George Raphael are both crawling up to the nonogenarian mark, the latter being the authority *par excellence* on seeds for many years and an honorary member of the Commercial Exchange, the only one in existence.

The Pennsylvania Millers' Association held a special meeting in Philadelphia in July for the purpose of taking up the milling-in-transit privilege question, but after considerable discussion adjourned to a later date.

[Special Correspondence.]

THE OUTLOOK FOR FALL BUSINESS.

BY E. H. ROSENBERGER.

Horace Jackson of the firm of Jackson Bros. & Co., Chicago, while on a visit to this city, called on his friends on the floor of the Commercial Exchange on July 31, to whom he spoke in the most optimistic vein on the outlook for the trade, as well as its beneficial effects on the Eastern markets and on commercial conditions in general. Mr. Jackson came here primarily to visit Frank L. Neall, by whom he was employed forty years ago as a confidential secretary, Mr. Neall being the head of the old shipping house of Peter Wright & Sons.

Mr. Jackson in his observations give it as his opinion that the wheat yield east of the Mississippi River would fall short of a hundred million bushels, which would be doubly made up in the wheat belts west of the Mississippi and Missouri River breaking points. The effect of this on business conditions generally, according to his opinion, would result in the requirement of long hauls to markets, either in the raw or ground to flour, producing immense business for the railroads and resulting in the employment of an immense amount of labor.

"Coming east," said Mr. Jackson, "I was impressed with the immense amount of oats being harvested all along the line through the Middle West. Looking out of the car window I saw nothing but oats, oats, oats, on both sides of the road. Much of this I am told was acreage which had been sown to wheat which had proved a failure and the fields plowed up and an oats crop put in, which has been productive of an immense yield. All appeared to be in good condition. To me it means the greatest oats crop this country has ever seen."

The statement made by Mr. Jackson as to the beneficial effects of the bumper crops in the Far West, with the big oats crop near home, and the outlook for corn and potatoes encouraging, is borne out by statements made by railroad men here, who are looking forward to a scarcity of labor, both on the railroads and in the shops, and with a car famine staring them in the face.

NATIONAL ASSOCIATION MEMBERSHIP.

The grain trade of the Philadelphia Commercial Exchange was recently thoroughly canvassed in the interest of the Grain Dealers' National Association by Charles Quinn of Toledo. Mr. Quinn was here for several days, during which time he practically doubled Philadelphia's direct membership in the national organization.

While here he was the guest of William M. Richardson, the head of the house of Richardson Brothers who are enthusiastic in the advocacy of national organization in all forms of trade affairs. Philadelphia had fourteen members in the national organization and about that number were added. Mr. Quinn left here to go to Buffalo and thence to Boston and Cincinnati, all of which markets need a thorough canvassing. New York leads among the Eastern seaboard markets in membership, having thirty-one direct members. Baltimore has twenty-three and Pittsburgh had nine, with six members recently added, making a total of fifteen.

Before leaving here Mr. Quinn said: "We have added 215 new members since the last national convention, held at Omaha last October. After Boston, Buffalo and Cincinnati have been canvased, all the terminal markets have been solicited with good results. The organization now has 800 direct members and about 3,100 affiliated members. Chicago leads with eighty members, with Minneapolis second, having sixty-one direct members on the roll.

Philadelphia, Pa.

The first car of new wheat was sold on the floor of the Omaha Grain Exchange on July 10.

Despite the slump noted in the receipts of grain at the Buffalo elevators during July, the receipts since the opening of navigation have been heavier than they have been before in five years.

Seattle grain receipts for July were the largest ever in Seattle during a corresponding month. The total receipts of hay and grain were 724 carloads, of which 309 were wheat.

R. C. Miller of the U. S. Agricultural Department was recently in Wichita to investigate the weed seed problem and its effect upon the dockage of wheat by the buyers. The object of the Department is to learn as nearly as possible existing conditions in the wheat growing sections of the country in order that suggestions for improvement may be made. From Wichita Mr. Miller will go to Nebraska, the Dakotas and Minnesota on the same mission.

THE EXCHANGES

Four memberships on the Minneapolis Chamber of Commerce were sold on July 31 and August 1 at $4,000 each.

The Wichita Board of Trade officials have decided to enforce rigidly the by-law requiring all members to register their sales.

The name of "The Grain and Flour Exchange of Pittsburgh" will be changed to "The Grain and Hay Exchange of Pittsburgh."

The grain committee of the Seattle Merchants' Exchange on July 20 put on the board for the first time this season new crop grain quotations.

The members of the Wichita Board of Trade will probably join with other exchanges in refusing to pay for telegrams that do not result in orders.

Members of the Boston Chamber of Commerce interested in grain, flour, feed and hay will form a grain exchange as a subsidiary organization, under the rules of the Chamber.

The Chicago Board of Trade trophy for contestants in the Chicago Water Carnival, August 10-17, is valued at $5,000. It will go to the winner of the American championship endurance race from the Chicago harbor to St. Joseph, Mich., and return, a distance of 120 miles.

The Fort William Chamber of Commerce, capitalized at $500,000, has been incorporated at Fort William, Man. Under this name a seven-story grain exchange building will be erected. The incorporators and directors are Geo. A. Graham, Jas. Murphy, B. R. Wayland, L. P. Jones and A. D. Stewart.

Harry F. Denig, lately chief clerk to the traffic manager of the Chamber of Commerce, has become traffic manager and superintendent of the Pittsburgh Grain and Flour Exchange. Mr. Denig was formerly employed on the Pennsylvania and Lake Erie Railroads. He assumes his new duties today, August 15.

The Minneapolis city assessor has notified the Chamber of Commerce that memberships will be assessed for taxation at $3,500 each. It is probable the directors will contest the right to assess memberships, as the courts have in the past held that an exchange membership is a privilege merely and not tangible property.

The St. Paul Grain and Hay Exchange on July 22 elected the following officers for the current year: F. J. Brings, president; Theo. Wolf, vice president; John A. Tierney, treasurer; and F. J. Brings, P. H. Tierney, C. C. Gray, C. R. Rank, Guy Carleton, W. H. Jones and A. P. Dolenty, directors. The directors re-elected Thomas Tracey secretary.

The default on 15,000 bushels of oats by Nash-Wright Grain Co. on behalf of clients was adjusted under the anti-manipulation rule on August 8, the special committee appointed to fix the true value of July oats on the closing day of last month fixing the settling price at 49½c instead of 51c, as made at the close. The figure fixed included 3c a bushel penalty for delayed delivery.

The Department of Commerce and Labor on July 17 gave notice that the secretaryship of the Chamber of Commerce of the United States had been given to E. J. Goodwin of New York City, while Assistant Chief Skinner of the Bureau of Manufactures had been appointed assistant secretary. G. Dawe, formerly of the Southern Commercial Congress and a resident of Washington city, has been appointed the head of the publicity work of the organization.

The Minneapolis Chamber of Commerce has adopted a resolution *re* delayed unloadings, that "in all cases where buyers of commodities through the market of this association fail to unload or reject cars within 48 hours after actual or constructive delivery to the terminal elevator or industry, the buyer shall not be allowed, as between him and the seller, any claim for loss resulting from the grain or seed heating, unless he is able to prove that, at the time of the actual or constructive delivery, the grain was in a heating condition; and that for the purpose of this resolution the records of the railroad company shall be prima facie evidence of the amount of the actual or constructive delivery to the terminal elevator or mill.

BOARD OF TRADE VETERANS.

On August 22 the Chicago Board of Trade will give a reception and entertainment on the exchange floor to the survivors of the three regiments of infantry and the battery of light artillery raised and equipped by the Board of Trade during the Civil War. The regiments bearing the Board of Trade name were the 72d, 88th and 113th Volunteers and the "Board of Trade Battery," commanded respectively by Col. Starring, Gen. Jos. Stockton and Lieut. Col. Frank Sherman, Col. Hogue and Maj. Jas. H. Stokes and Geo. I. Robinson. They are all gone. The 72d, the first to move, left Chicago for the front on August 27, 1862. There are said to be about 300 survivors of these several bodies of troops.

The function was proposed by Capt. I. P. Rumsey, a captain of Taylor's Battery, which entered the service in 1861, and C. H. Taylor, another veteran. The committee in charge is composed of F. D. Rice, L. H. Freeman and E. F. Leland, all directors of the Chicago Board of Trade.

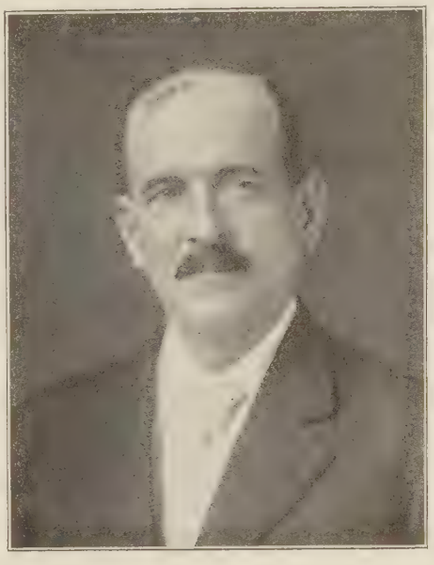
VELVET CHAFF REGULAR.

"Velvet Chaff" wheat has been made regular for delivery on contracts of the Minneapolis Chamber of Commerce as No. 1 Northern, provided it grades No. 1, the Grain Inspection Department of the Railroad and Warehouse Commission of Minnesota having abolished the special classification of "velvet chaff."

The wheat has undoubtedly improved in quality since it became a popular variety, and last year was raised to the dignity of No. 2 Northern, and recent baking tests appear to justify its classification as No. 1.

J. C. F. MERRILL MADE SECRETARY.

J. C. F. Merrill, who for a number of years has been a member of the governing and executive management of the Chicago Board of Trade, more lately as vice-president and president, has been elected to succeed the late Geo. F. Stone as secretary, and entered on the duties of his office on August 1. On January 1 he will retire from the firm of Merrill & Lyon, whose affairs will be closed, at least so far as he is concerned, by that time.



J. C. F. MERRILL.

Mr. Merrill has been a member of the Board for about thirty-five years, having come to Chicago from Rochester, N. Y., where he was born in 1861. His firm, Merrill & Lyon, has always been one of the sound and reliable houses operating on 'Change, while Mr. Merrill personally is not only much liked by the membership but is looked to as one of the best equipped men for an office of this nature there is in the country today.

CHANGES AND EXCHANGE MEMBERSHIPS.

Baltimore.—Sec'y Hessong reports in July H. A. Haines, division freight agent, Pennsylvania Railroad Co., was elected a member of the Baltimore Chamber, and the certificate of John M. Gross, former division freight agent, Pennsylvania Railroad Co., was transferred.

Chicago.—Sec'y Merrill reports the following changes in the membership of the Chicago Board of Trade taking place in July: New members—Joseph H. Vaill, Earl E. McConnell, Courtney H. Casebeer, Jacob M. Oppenheimer, Harry G. Smith, Frank Haines. Transferred—Chas. A. Richey, Henry Sproul, Geo. F. Stone, Peter Fortune, Edwin L. Lobdell, Gordon Paxton Paine.

Duluth.—Sec'y MacDonald reports that in July F. W. Falk and J. A. Gould were admitted to membership on the Duluth Board of Trade and that Louis Peterson withdrew.

Kansas City.—Sec'y Bigelow reports that F. L. Bedell has been admitted to the Kansas City Board of Trade on transfer from I. M. Yost.

Milwaukee.—Sec'y Plumb reports the following changes in the membership of the Milwaukee Chamber of Commerce during the month of July: New members—Philipp Jung, Jr., Francis T. Furlong D. R. Soward. Transferred—Philipp June, deceased, and Chas. B. Weil.

Minneapolis.—Sec'y J. C. McHugh reports that the following members were admitted to the Chamber of Commerce during the month of July, 1912: Geo. C. Shane, Chas. Goldstein, Chas. G. Gates, Clarence E. Johnson, Frank C. Blodgett, Edward H. Mirick.

SAMPLE MARKET AT WINNIPEG.

The Winnipeg Grain Exchange at a meeting called for the purpose on July 30 decided to establish a sample market in connection with the Exchange pits, thus anticipating possible government action in the same direction, as indicated by a communication from the Grain Commission asking for information as to Exchange methods, etc.

The Exchange committee in reporting on the proposition, among other things says:

"The Exchange is now in negotiation with the owners of the Exchange Building, for a new building, which will provide additional accommodation for members of the Exchange and also a sample market room approximating 120 feet by 85 feet, covering one entire floor of the proposed new building; and plans for this proposed new building are now being prepared by the Traders' Building Association. The Exchange will organize and provide a grain sampling bureau following the lines of the bureaus now existing at large sample markets like Minneapolis, Duluth and Chicago, with such modifications as may be found necessary to meet the particular situation in Winnipeg.

"Your committee is fully satisfied that a sample market established in Winnipeg will attract buyers from eastern Canada and Great Britain and milling centers where it is possible for Canadian grain to be delivered."

MILWAUKEE CHAMBER OF COMMERCE.

The Chamber of Commerce will entertain the survivors of the Twenty-fourth Wisconsin Regiment at their reunion September 5, 1912, commemorating the fiftieth anniversary of their departure for the seat of War. This regiment was organized under the auspices of the Chamber of Commerce, and at the coming reunion, which will probably be the last meeting of this famous regiment, it is proposed by the board of directors that an appropriate entertainment be furnished the survivors of the "Chamber of Commerce Regiment," as it was known.

Fagg & Taylor have leased Elevator E, on the C., M. & St. P. Ry., a one million-bushel capacity house.

The committee on finance has fixed the rate of interest to be charged on advances during the month of August at 5½ per cent.

Rialto Elevator A, which closed down for necessary repairs on July 13, has been reopened for business and is ready for the new crop.

Elevator A of the Chicago, Milwaukee & St. Paul Ry. Co. has been continued as a regular elevator under the rules of the Milwaukee Chamber of Commerce for the year beginning August 1, 1912.

The supervisors of grain inspection and weighing have instructed the assistant weighers at the Chamber of Commerce wagon scales to add the amount wasted in loading a wagon on team track as a part of the contents of that load. It is intended to make the buyers responsible for any loss by wastage due to careless handling of grain on the team tracks.

RICHMOND GRAIN EXCHANGE.

At the recent annual election of officers of the Richmond Grain Exchange the following were chosen:

J. E. Cox, Jr., president; R. L. Chenery, vice-president; Y. E. Booker, secretary-treasurer; and C. W. Wingfield, W. F. Richardson, Jr., H. G. Carter, N. R. Savage, W. C. Todd, W. F. Green, George D. Mayo, S. T. Beveridge, John R. Cary, directors.

The exchange named the following standing committees to serve for the ensuing year:

Executive—W. F. Richardson, Jr., John R. Cary, N. R. Savage, C. W. Wingfield, R. L. Chenery.

Appeal—John R. Cary, S. T. Beveridge, W. P. Wood, T. L. Moore, N. R. Savage.

Trade—W. T. Seldon, George D. Mayo, H. M. Martin, W. M. Lewis, F. E. Phillips.

Arbitration—C. W. Wingfield, John F. Jacob, W. R. Johnston, W. F. Green, Nat. Frazer.

Membership—W. G. Bragg, W. D. Saunders, J. L. Lindsay, W. W. Lefew, E. B. McGeorge.

Hay—W. F. Green, H. E. Kasten, W. O. Todd, I. L. Sutherland, R. D. Harlow.

Grain—S. T. Beveridge, W. G. Bragg, W. T. Selden, H. G. Carter, George D. Mayo.

Quotations—John F. Jacob, H. E. Kasten, H. G. Carter, W. M. Lewis, Ed. Alvey.

Secretary Booker's annual report showed the following record of receipts for the fiscal year 1911-12:

	1911-12.	1910-11.	Increase.
Wheat, bus	2,035,865	1,548,742	487,123
Corn, bus	2,596,118	2,605,700	*9,582
Oats, bus	2,763,905	2,441,612	322,293
Rye, bus	123,364	86,942	36,422
Flour, bbls	208,809	214,824	*6,015
Hay, tons	37,217	26,926	10,291
Feed, tons	29,401	20,843	8,558

*Decrease.

The Duluth Board of Trade has adopted the rule in use by the Chicago Board of Trade, providing that when a trader defaults on contract he is assessed with a penalty of 3 to 10 per cent.

ASSOCIATIONS

Secretary Gibbs reports the following new members of the Texas Association: S. A. Blewett, Krum; Denton Milling Co., Denton; Sadler & Shelton, Whitesboro.

Secretary E. J. Smiley has published a new edition of "Official List of Regular Grain Dealers of Kansas and South Nebraska," corrected to June 20, 1912. The price is $1.

H. W. Feshe, Mansfield, O., secretary of the Ohio Millers' State Association, advises his members as follows: "Some time ago I suggested that millers should be of service to farmers in helping to distribute good seed wheat. Many farmers will find it hard to secure what they want to sow. The introduction of seed wheat from other states where climatic and soil conditions are different from ours has not proven very satisfactory, and for that reason good Ohio wheat should be conserved for sowing. Worley Bros., Bainbridge, report that they will have some excellent seed wheat for sale. Others may have some, and the secretary will be pleased to advertise it for you. I suggest also that each miller having any surplus seed wheat for sale notify the Experiment Station at Wooster, the Agricultural College and A. P. Sandles, secretary of the State Board of Agriculture, Columbus. Boys who enter into the wheat contest on the sowing of this year will be looking for good seed in small quantities, and should have no difficulty in finding it if every one helps them a little."

Secretary Smiley announces the following applications for membership in the Kansas Grain Dealers' Association from May 1 to July 22: Farmers Co-operative Shipping Association, Sterling, Kan.; Farmers' Grain and Supply Co., Spearville; E. W. Olson Grain Co., Hazelton; W. R. Popkess, Barnes; Joe Clark, Partridge; Alfalfa Mill and Elevator Co., Valley Center; W. R. Smith & Son, Holyrood; Nevling Elevator Co., Wichita; G. W. Lewis, Hardtner; Jones & Ernie, Bison; P. C. Burge, Perth; P. E. Gingrass, Sedgwick; H. M. Hoop, Norwich; L. P. Schrader, Clay Center; Farmers' Grain and Lumber Co., Kensington; Preston Grain, Live Stock and Mercantile Co., Preston; Mead Seed and Grain Co., Mead; Lorraine Grain, Fuel and Stock Co., Lorraine; Stuggart Elevator Co., Stuggart; Farmers' Grain and Coal Co., Pratt; Clay County Grain Co., Fairfield, Neb.; Mantineck & Simecka and Mulligan Brothers, Delia; Sitka Elevator and Mercantile Co., Sitka; Bousfield & Reed, Auburn, Neb.; Lafe Higgins, Auburn, Neb.; Adolph Kanal, Hamlin, Kan.; Bushong Grain Co., Everest; Mitsch Grain Co., Woodbine; Farmers' Product and Supply Co., Howard; Bloom Grain and Supply Co., Bloom; Hoyt-Blanchard Grain Co., Topeka; C. J. Honer, Clonmel; K. R. Mohn, Ellinwood.

FEDERATIONS OF STATE ASSOCIATIONS.

A meeting of the Federation of State Associations of Grain Dealers will be held at the La Salle Hotel, Chicago, on August 26 and 27, beginning at 9:30 a. m., August 26. The following subjects have been placed on the docket and will remain under consideration until disposed of, viz:

1. Interest charges against drafts and the time when the same should cease as against shippers.
2. Re-inspection of grain at terminal markets, and what time should be considered reasonable therefor: (a) Loading cars too full for complete and proper inspection. (b) More time necessary for inspection at terminal markets, and especially Chicago.
3. Settlement on incomplete and surplus shipments as provided for by trade rule No. 7 of Grain Dealers' National Association, and rules adopted by the Council of Grain Exchanges at its last annual meeting.
4. General review of the trade rules of the Grain Dealers' National Association and the rules adopted by the Council of Grain Exchanges, in so far as they involve the interest of the shippers.
5. The importance of maintaining a car inspection at Chicago and other terminal markets; also proper police protection in outlying yards.
6. The use of uniform weight certificates by shippers and uniform weight and inspection certificates by terminal markets.
7. Natural shrinkage.
8. Standardization of grades of grain.
9. Legislation: (a) Clean bill of lading. (b) Anti-option measures now pending before Congress (c) Federal inspection measures now pending before Congress. (d) Pure food and drugs acts, federal and state.
10. The resolution adopted by the Grain Dealers' National Association at Omaha last October relating to buying grain on "flat grades"; Federation schedules A and B.
11. The future of the Federation, its relations and the relations of its members to other organizations and the trade generally.
12. Miscellaneous subjects that may be suggested by any one invited to attend this conference.

CROP IMPROVEMENT IN INDIANA.

At a recent general meeting held in the city of Indianapolis by representatives from the Office of Farm Management of the United States Department of Agriculture, the Department of Agricultural Extension of Purdue University, together with representatives from the Council of Grain Exchanges, the Indiana Grain Dealers' Association, the Indiana Millers' Association, the National Hay Association, the Hoosier Motor Club and the Millers' National Federation, the following action was taken:

It was unanimously agreed that "we heartily endorse the general suggestions made with reference to the organization of state, districts and counties for the purpose of agricultural extension; and that we hereby recommend to each of the said organizations that they take the necessary steps to carry out the general plan, whereby there may be proper state supervision, under the joint direction of the United States Government and the Department of Agricultural Extension of the state of Indiana; and that there be district and county organizations and extension work inaugurated as rapidly as possible under this general plan of state supervision. We recommend that counties or districts that are interested in this movement take the matter up at once with the Department of Agricultural Extension of Purdue University.

FORM OF WFIGHT CERTIFICATE.

Following is the form of official weight certificate adopted on June 15, 1912, by the Indiana Grain Dealers' Association and recommended for use by that body:

....., 191..

This is to certify that I have this day weighed on scales at station on (State whether automatic, hopper, wagon or railroad scales.) R. R. and loaded into car (give initial), No. (give car No.), (total No. lbs.) lbs. (total No. bu.) bu. of (kind and quality of grain). Marked capacity of car Car thoroughly examined and found to be in good condition and properly sealed as noted hereon, when delivered to the (name of railroad company) R. R. Co.

Seal record, name and number:
Side.....
Side.....
End.....
End.....

These scales were officially examined and tested on, 191.., by the chief official scale inspector of the Indiana Grain Dealers' Association and found correct.

Signed
Weigher.

(See reverse side for list of draughts.)
Record of each scale draught:

.....
.....
Total, ...

ILLINOIS WORKMEN'S COMPENSATION ACT.

Secretary S. W. Strong publishes the following opinion by Wm. R. Bach, Bloomington, attorney for the Illinois Grain Dealers' Association, on the Illinois workmen's compensation act in its relation to operators of grain elevators:

This law, known as an Act providing for the Compensation for Accidental Injuries and Death, was approved January 10, 1911, by the Governor, and went into force May 1, 1912.

1. The first query is, Does this law apply to the line of business conducted by the members of the Illinois Grain Dealers' Association?

Section II of the act provides as to what employments this act shall cover. In part it is as follows:

"The provisions of this act shall apply to any employer in the state engaged in the building or demolishing of any structure; in any construction or electrical work; in the business of carriage by land or water, *and loading and unloading in connection therewith * * * in operating general or terminal store houses * * ** and in any enterprise in which statutory regulations are now or shall hereafter be imposed for the guarding, using or the placing of machinery or appliances, or for the protection and safeguarding of the employes therein."

We are of the opinion that employes in grain elevators are within the purview of this act.

2. Coming within the provision of this act, what is the consequence? Every employer under this act has the right by filing proper notice with the State Bureau of Labor Statistics to elect either to avail or not to avail themselves of the provisions of this act. If, however, the employer fails to elect in writing as provided for by the law, then he comes within the act and is responsible thereunder. We are also inclined of the opinion, though there seems to be some question about it, that upon failure to file notice of election, the injured employe at the time of his injury may either maintain that the employer is working under the Compensation Act or that he is not, whatever view may best suit his case at the time of the injury. Therefore, it is of importance that every employer act in reference to this matter so as to avoid this dual responsibility.

3. What are the advantages of the Compensation Act as far as employers are concerned? The advantage to the employer is that it limits liability. The amount of compensation is as follows: "In the event of death, if the employe leaves a widow, child, or children, or parents, or lineal heirs to whose support he has contributed within five years previous to the time of his death, a sum equal to four times the average annual earnings of the employe to be not less in any event than fifteen hundred dollars, and not more in any event than thirty-five hundred dollars."

The amount to be paid as above provided is by installments depending upon circumstances.

For injuries resulting in disability is as follows: Necessary physical aid, medical, surgical, and hospital services, et cetera, for a period not longer than eight weeks, not to exceed two hundred dollars, also necessary services of a physician or surgeon during such period of disability.

If the period of disability lasts more than six working days, then compensation equal to one-half of the earnings, not less than five dollars nor more than twelve dollars per week, beginning on the eighth day of disability, and as long as disability lasts, or until the amount of compensation paid equals the amount payable as a death benefit. In the event of serious and permanent disfigurement to the hands or face by which injury does not actually incapacitate the employe, the amount may be determined by arbitration, and the amount fixed due him not to exceed one-fourth of the amount of compensation in case of death. If partially though not permanently incapacitated from pursuing his usual and customary line of employment, he shall receive compensation to equal one-half of the difference between the average amount which he earned before the accident and the average amount which he is earning, or able to earn in some suitable employment after the accident. In case of complete disability which renders the employe wholly or permanently incapable of work, compensation for the first eight years equal to 50 per cent of his earnings, but not less than five dollars nor more than twelve dollars per week. If complete disability continues after the payment of a sum equal to the amount of the death benefit or after the expiration of the eight years, then a compensation during life equal to 8 per cent of the death benefit would have been payable had the accident resulted in death. Such compensation not to exceed ten dollars per month, and shall be payable monthly. There are many other provisions as to the amount recovered and the basis of computing compensation.

4. In what regard is the liability of the employer increased by the Compensation Act? The Compensation Act cuts off almost completely all the defenses which have heretofore been used in defending cases brought by employe against the employer for injuries. Thus it cuts off completely the doctrine of assumed risk. It also cuts off the doctrine of contributory negligence. It also cuts off completely the doctrine of the negligence of a fellow servant. In other words, it practically makes the employer an insurer against accidents.

We may safely state that 50 per cent of the cases brought by employes for injuries were defeated because of the defense of the negligence of a fellow servant or assumed risk or contributory negligence.

As to the advisability of electing to act under the Compensation Law that must depend upon each individual business. In employments where the hazard of injury is not great and where the injury, if any, would most likely result from the negligence of the employe himself or fellow employes, or are such dangers as are obvious to the employe and classified as assumed risks, then it would be advisible to elect not to come within the purview of the act.

The Commerce Commission on August 6 established the principle that "an initial carrier, having forwarded a shipment over an available and reasonable route which complied with the routing instructions and via which the lowest lawful rate was applicable, cannot be charged with misrouting. The Commission also held, in the same case—that of the Paine Lumber Company of Oshkosh, Wis., against the Cleveland, Cincinnati, Chicago and St. Louis Railway and others—that no presumption of unreasonableness attaches to a joint through rate applicable over a particular route because of the fact that intermediate rates via another route would make a lower charge.

The C. F. A. having turned down Toledo's effort to get on the map as a "primary grain market," the Produce Exchange will appeal to the Commerce Commission for a break in the through rate that will enable local shippers to bring grain to Toledo and hold it for future shipment without paying for more than actual service in transportation. Not a reduction of rates but a readjustment of rates applying to grain, is requested. The establishment of an ex-lake rate from Toledo on grain and grain products, and of a 12.5 cents reshipping rate, Toledo to New York points, and of a 6- or 7-cent rate from East St. Louis to Toledo, is the division of the present through rate needed by the market.

TRANSPORTATION

The enlargement of the Champlain Canal branch of the Erie Canal has been completed.

Kansas grain men report a marked decrease in the number of leaky grain cars now in service in that state.

The M. & St. L. Ry. Co. will build from Watertown, S. D., to the Canadian line to a junction with the C. P. Ry.

The grain men of the Chamber of Commerce, Dallas, Texas, have taken steps to organize the grain market of that city.

The new transit rules promulgated by the Commerce Commission are now effective, petitions to suspend their operation having been denied.

The Transpacific Conference lines are said to be considering the increasing of rates on wheat and flour to $3 a ton, and of putting this rate into effect on September 15.

Wheat grown in southern Kansas and Oklahoma is being hauled into Wichita free of charge from Beaumont, Kan., a distance of 47 miles, to give the Wichita inspection and sale and then returned to Beaumont.

It is said at Winnipeg that the roads in the three Canadian northwest provinces will apply at an early date to the Commerce Commission for permission to put into effect a rate on grain to Duluth identical with that in force last spring.

A traffic arrangement has been made by the Mo. Pac., and C. & N. W. roads by virtue of which through trains are handled jointly in both directions between Kansas City and the Twin Cities through Omaha and Sioux City.

The Merchants' & Miners' Transportation Co. has paid a $20,000 fine levied by Judge Emory Speer after the corporation was convicted of violating the commerce laws in shipments of grain from Philadelphia to Savannah. An appeal was taken and lost.

The long-haul rates on grain, grain products and hay to St. Louis from Omaha, South Omaha and Council Bluffs subsisting July 27 were that day continued by authority of the Commerce Commission. The rates are lower than to intermediate points and were made to meet shortline competition.

The Commerce Commission has rescinded the former suspension of rate and on August 3 issued an order permitting railroads in the Northwest and Middle West to advance rates on malt from Minneapolis to Kansas City, Mo., and between other similarly situated points an average of 3 cents a hundred pounds.

The Commerce Commission has suspended until November 30 the proposed advances in the minimum weights on ear corn between points in the States of Arkansas, Kansas, Missouri and Oklahoma and Omaha, Neb., and other points. The rates were filed by the St. Louis & San Francisco Railroad to take effect August 24, but the Commission suspended them pending an investigation into their reasonablness.

C. B. Pierce, chairman of the Chicago Board of Trade Transportation Department has issued the following notice to the trade: "It is practically certain that the volume of traffic throughout the country will be greater this fall than the railroads can possibly handle promptly, and, therefore, we will be confronted with a serious car shortage. The shipping public should co-operate with the railroad companies to secure the greatest possible efficiency from the available car supply, and to this end members are urged to release cars with the least possible delay."

Pope & Eckhardt Co. have mailed to their correspondents the following circular: "To dealers and shippers in Illinois on the Chicago & Alton, Atchison, Topeka & Santa Fe, Chicago & Illinois Midland, Chicago & Eastern Illinois and Chicago, Indiana & Southern Railroads: The minimums on your road on grain are governed by the Official Classification, and, effective August 1st, the following paragraph will be eliminated: 'If the marked capacity of the car is less than the prescribed minimum, the minimum weight will be the marked capacity of the car, but in no case less than 30,000 pounds.' Bulletin No. 19, by the Transportation Department here advises that the following new paragraph is now being favorably considered to govern minimums on shipments: 'On grain received from connecting lines in original car, or for which billing shows car to car transfer to have been made beyond Chicago junctions, and on grain received from connecting lines transferred from car to car at points within the Chicago District connecting line, weights will apply.' This means that on any grain on which it is desirable to handle on the Illinois proportional billing and avoid the payment of penalties on account of the loading of grain below the minimum requirements, that you should not load any car smaller than 60,000 capacity, with corn, wheat, rye or barley. All wheat should be loaded with at least 60,000 lbs.; corn, rye and barley with at least 56,000 lbs. of grain. The 50,000 capacity cars which may be furnished to you can be utilized for the loading of oats; but in order to avoid penalties the cars should be loaded with at least 40,000 lbs. It will therefore be necessary for you to give close attention to these requirements, because no notation of size of car, condition or quality of grain will serve to give you relief from the requirements of the above regulations."

At a hearing at St. Louis, on July 22, it was shown the examiner of the Commerce Commission that the bridge arbitrary adversely affects that market for grain. The territory affected is an area of approximately 100 miles from St. Louis on all grain which crosses from East St. Louis to St. Louis or vice versa. Outside of this zone the rate to St. Louis and East St. Louis is the same. When the grain rate goes above 6 cents a hundred the railroads absorb the differential; under that figure the toll varies from 1 cent to one-half cent. The grain trade avoids this charge as far as possible by consigning grain originating in Illinois to East St. Louis and reshipping it in a direction to avoid crossing the river. The same is true of grain shipments originating in Missouri, which are stopped at St. Louis. The result of this is to hamper the St. Louis grain market by preventing a freer handling of grain that would be possible if there were no differential.

TRANSIT AT LOUISVILLE.

The perennial problem of transit regulations at Louisville was the subject of a conference in that city on July 29 of railroad men, millers and grain men, the object being to formulate a set of rules for the market that will eliminate the favors alleged to have been received there by certain shippers through clever manipulation of the existing rules. After two days' work an agreement was reached upon rules to go into effect today, August 15. The changes are said to be slight and make the local rules harmonize with the principles laid down in the recent order of the Commerce Commission. The rules are modeled after those now governing transit in Southern territory.

MEMPHIS GETS BETTER RATES.

The Commerce Commission on July 31 filed an opinion in the case of the Memphis Grain and Hay Ass'n et al. vs. St. L. & S. F. R. R. Co. et al., involving rates and transit regulations at Memphis. The order gives Memphis the benefit of such reshipping rates as are in effect from St. Louis and other competing points reached by the roads of the South and Southeast.

The decision says that Memphis is entitled to the benefit of reshipping rates, and that it is at a disadvantage as to other markets having reshipping rates so long as it is deprived of the same privilege. The defendant roads must be so adjusted as to permit the free movement of grain into Memphis from the producing territory and thence to destinations on the Illinois Central and the 'Frisco and their connections.

The transit rules in effect at Memphis are reasonably strict and the practices under them free from serious objection under the law; they are not unreasonable and do not impose an undue burden upon shippers or result in unreasonable transportation charges. On the contrary, the carriers there have adopted reasonable safeguards that enable them fairly to protect the integrity of their rates and prevent unlawful results to shippers. The disadvantage under which Memphis labors is largely the result of the liberality of practice at other points rather than of any undue severity of conditions at Memphis; and the carriers in conformity with the conclusions announced in the report are expected to amend their practices elsewhere and thus remove all reasonable cause for complaint at Memphis.

RATES IN THE SOUTHWEST.

The filing of tariffs by the Gould lines, effective Aug. 12, making new rates to increase the difference between the grain rates to the Atlantic ports and to Galveston and other Gulf ports from 5c to 8c on corn and 9c per 100 pounds on wheat, has upset grain rates from the Southwest; and on July 23 the tariffs were attacked before the Commerce Commission by the Baltimore Chamber of Commerce which asks that the Commission suspend the said tariff on wheat. The Baltimore Chamber of Commerce, in a complaint filed with the Interstate Commerce Commission, asks the commission to suspend the tariffs on the ground that they result in undue discrimination against Baltimore, Chicago, New York, Philadelphia and Boston are expected to join in the protest. But the Commission has declined to suspend the tariffs.

The tariffs, of course, apply only from Missouri River points, but the lowering of these rates will mean grain will be drawn to Missouri River points and thence shipped through the Gulf ports. The case involved the difficulty that the Commerce Commission has never suspended a tariff proposing to lower rates on any ground other than that undue discrimination resulted. In 1907, owing to war between the carriers serving the rival ports, the differential in favor of the gulf ports was increased from 3c to 5c. The Eastern ports objected and so did the carriers, but they could not help themselves.

The action is thought by some to mean the beginning of a wheat and corn rate war, as there may be a possibility that the Atlantic seaboard rail lines will make similar reductions, so as to maintain the old differentials, which, it is said, were much in favor of the Atlantic seaboard against the Gulf. By others in the grain trade it is said that the rates made to the Gulf ports are unremunerative, so that the Seaboard lines will hardly make a corresponding reduction in their rates to meet the cut.

NEW RATES NOT RETROACTIVE.

In the case of the Globe Milling Co. vs. C., M. & St. P. Ry. the Commerce Commission has declined to make retroactive a freight rate arrangement now in force, whereby Watertown, Wis., is placed on a parity with Minneapolis in the milling of rye, where the product moves to Eastern destinations. In disposing of the case the commission said:

"This commission does not by fixing rates attempt to overcome advantages which one city may have by reason of its natural or geographical location. The fact that a carrier has by a certain rate adjustment as to one commodity enabled a manufacturer or producer to overcome the natural disadvantages of his location is not in itself a ground on which this commission is justified in establishing a like adjustment as to another commodity."

CHANGES IN DEMURRAGE RULES.

The Uniform Code of Demurrage Rules has been revised to become effective September 1. The important changes affecting grain shippers are briefly stated by the Chicago Board of Trade transportation department.

Rule 2, Free Time Allowed.—This rule has been amended allowing 24 hours additional time for disposition of grain when such grain has been inspected after 12 o'clock noon. Under this new rule a full 24 hours for reconsigning grain is allowed, beginning at 7 o'clock a. m. of the day after the grain is inspected, if such grain be inspected before 12 o'clock noon. If inspected after 12 o'clock noon, 48 hours are allowed for disposition. This is a decided improvement over the old rule.

New Rule 4, Notification.—Section B provides that, "Where any part of the contents of the car is removed by the consignee it shall constitute a notice to the consignee of the arrival of the car, even though such notice has not actually been sent by the carrier."

Rule 5, Placing Cars for Unloading.—Under the new rule, if a tender of the car is made to consignee on tracks other than public delivery tracks and the carrier cannot deliver on account of any disability of the consignee, delivery will be considered as having been tendered, but written notice must be given the consignee of all cars which cannot be delivered on account of inability of consignee to receive.

Section B of the same rule provides that where delivery cannot be made on specially designated public delivery track on account of such track being fully occupied, the carrier shall notify the consignee of its intention to make delivery at the nearest available point. However, if the consignee indicates a preferred available point, then the carrier must make delivery at that point. Both of the above rules are an improvement on the present rules.

Rule 8, Section A, Weather Interference.—This section has been changed so that if weather conditions are such as to make it impossible to load or unload freight within the free time, such free time shall be extended until a total of 48 hours free from weather interference shall have been allowed. This rule allows the additional 48 hours.

Section B, Bunching.—This section has been amended so that instead of, as under the present rule, a claim for bunching must be presented to the carrier's agent before the expiration of the free time, under the new rule 15 days are allowed in which to present such claim.

Section D, Delayed or Improper Notice by Carrier.—This new rule provides that two days are allowed in which to file with the carrier a written statement of the insufficiency of such notice, instead of the present rule which provides for such statement to be filed within 24 hours.

Under the same section it is provided that when a notice is mailed by carrier on Sunday, a legal holiday, or after 3 o'clock p. m. on other days, as evidenced by the postmark thereon, the consignee shall be allowed five hours additional free time, provided he shall notify the carrier within 24 hours that such notice had not been received until after the free time had begun to run. This is a new provision not contained in the old rules and gives an additional free time of five hours.

Rule 9, Average Agreement.—Section A has been changed so as to apply not more than five days' credit in the cancellation of debits accruing on any one car, making a maximum of seven days that any car may be held free. This cuts down the time two days compared with the old rule in which car might be held and offset by corresponding credit.

With the single exception of Rule 9, wherever changes have been made in the rules they are more favorable than the old rules.

HAY AND STRAW

London in 1911 imported 11,560 tons of American hay.

It is said that the Alabama hay crop will be very large.

Kentucky has harvested the best hay crop in years.

Hay in the San Joaquin Valley, California, is very scarce.

Kansas reports some exceptional alfalfa yields for the second crop.

The South Dakota hay crop has been estimated as worth $10,000,000.

The Scottish hay crop is reported as deficient owing to drought.

Chippewa County, Wis., has had a large hay crop of excellent quality.

Ohio has had a much better hay crop than was anticipated last spring.

Nevada has had one of the heaviest yields of alfalfa on record in that state.

The alfalfa crop in Colorado has been unusually heavy and of excellent grade.

Farmers in the vicinity of Des Moines, Iowa, report the best hay crop in years.

Minnesota has a fine hay crop, the yield averaging from three to five tons per acre.

Continuous wet weather has seriously damaged the hay crop in Dickson County, Tenn.

It is said that grasshoppers devoured 25 acres of alfalfa in one day near Prague, Okla.

The hay crop of the Southwest, as well as that of the sorghum feeds, is very large this year.

Snohomish County, Wash., has produced one of the largest crops of hay ever grown in that county.

Oregon has produced a heavy crop of hay, owing to the warm spring and continued moisture this year.

The alfalfa mill at Artesia, N. M., has been operating day and night to handle the large alfalfa crop.

Northern New York has had a hay crop in advance of last year's crop, both as to quality and quantity.

Commissioner Koiner of the Department of Agriculture estimates the Virginia alfalfa acreage this year at 5,000.

Southern New England has the poorest hay crop in years, owing largely to the continuous dry weather in that section.

Reports from all sections of Iowa indicate four times as many alfalfa growers this year as there were last year.

It is stated that the Fellsmere, Fla., demonstration farm has been very successful in the experiment of raising Rhodes grass.

Pellegren & Hoffman, a Wisconsin firm, are contemplating opening a wholesale and retail hay business in Pensacola, Fla.

Reports from the Twelfth District farmers of Indiana indicate a record-breaking hay crop, not only as to quality but as to the acreage harvested.

William Mann and Ed Schneider are building a 1,000-ton hay barn near Angleton, Texas. One of the same capacity is going up near Chenango, Texas.

F. H. Gunn has cut about 10,000 tons of hay from his 4,000 acres of land near Wichita, Kan. Mr. Gunn has also leased about as much more land for hay.

Fred Simpson of Gridley, Kan., received through the mail his bank book recently that he had unwittingly baled up in hay that was sent to Illinois a year ago.

Denmark has been importing heavily of East Indian grain for hog feed. It is fed ground and is said to be equal in value to corn. It sells there for $1.60 per 110 lbs.

The hay plant of Mr. Umpleby at Ohlman, Ill., has been completed. The plant has a storing capacity of 300 tons of loose hay, two improved hay presses and a complete outfit of seed machinery.

It is claimed that at least 4,000 carloads of alfalfa will be shipped from the Pecos Valley this year. New Mexico and western Texas are having the best crops this year in the history of the country.

An accurate record was kept by the Commercial Club of San Benito, Texas, on the products of one of the alfalfa fields near that place, and during a period of seven months three cuttings yielded 8,190 pounds.

A demonstration has been made that alfalfa can be grown in northern Idaho without irrigation, it is said. Two farmers near Lewiston planted 1,100 acres and averaged about two and one-half tons an acre for the first cutting.

An experiment in raising sweet clover was made this year on a 40-acre tract of land near Garden City, Kan. The first cutting averaged, it is said, about five tons to the acre and there will be another cutting. It is believed to have the same nutritive value as alfalfa and will grow in almost any soil and will succeed in dry weather.

It is reported that farmers in western Kansas have discovered that the Russian thistle is a valuable feed and that they are cutting the thistles and storing them the same as alfalfa. They call this hay Russian alfalfa.

Reports from Indiana, Illinois, Ohio, and other eastern states in the straw board districts show that there is not more than 25 per cent of a crop this year. As a consequence the eastern straw board mills will ship straw from Kansas.

The Commerce Commission has suspended rates on hay of from 1 cent to 3½ cents per 100 pounds from points in South Dakota, Iowa, Minnesota and Wisconsin to Chicago and certain other destinations from July 13, 1912, until July 13, 1913.

Hay buyers should make every effort to impress on hay growers that the values of hay depends entirely on the manner of its curing; that the feeding value can be greatly reduced or entirely destroyed by lack of care in this respect. Hay curing is a special study for each grass.

A meeting of the Louisiana Lespedeza Growers' Ass'n. The object of the association is to make the consuming public better acquainted with the merits of lespedeza hay and seeds and to provide ways and means for extending their sale and use. The meeting was presided over by A. L. Smith, of Stirlington, in the absence of the president, Dr. R. W. Dodson, dean of the college of Agriculture of Louisiana State University.

It is said that the Kittitas Valley in Washington will raise 10,000 tons of hay this year. W. W. Robinson expects to start an alfalfa feed mill in this valley to prepare a cheap fodder for use in China and other Oriental countries to compete with the Australian product. Mr. Robinson has made a contract for the delivery of 7,000 tons of hay and 3,000 tons of oats to the United States posts in California and in the Hawaiian islands.

Rapid City, S. D., will have an "alfalfa palace" at the Fair to be held on Sept. 16-20. In the main building of the "palace" there will be an amphitheater with a seating capacity of 400 people and a large stage for lectures, shows and other features incident to a fair. Each wing of the building contains ten exhibition rooms opening on a corridor 11 feet wide, making in all forty, large and spacious spaces for showing products. Above the amphitheater is a gallary which will accommodate 200 people and back of this are eight large display rooms.

Gov. Mann of Virginia issued an unusual proclamation on July 27, being none other than a call to the farmers of that State to meet on August 14 in their several county seats for the "study of grasses, their cultivation, their growth, preparation of soil, selection of ground and harvesting. This applies to clovers and other grasses as well as to alfalfa." The Governor believes that there are few more profitable lines of agricultural endeavor than in the growing of grass and that education and co-operation along these lines will be of great advantage; and he has endeavored to concentrate public attention on the subject by the issuance of his proclamation.

According to the Census and Statistics Monthly for May and June, 1912, the hay and clover meadows in Canada were reported on April 30 to have been winter-killed only to the extent of about 14 per cent. The condition of hay and clover was reported at 96.10 July 1, as compared with 74.63 at the end of April, and 91.45 at the end of May, 1911. Alfalfa, where grown, shows this year an average of 90.65. The acreage in hay and clover for the year 1912 is given as 7,904,000, as compared with 8,059,720 in 1911. The acreage of alfalfa in 1912 is given as 112,000, as compared with 107,833 for 1911. In Ontario the hay and clover acreage in 1912 was 3,215,000 and the per cent of standard condition on May 31 was 92.08, as compared with an acreage in 1911 of 3,345,497 and standard of condition 87.92. In Quebec the acreage was 3,018,018 and the standard condition on May 31, 96.97, as compared with an acreage of 3,022,099 and standard condition, 95.42, for the year 1911.

In view of the possibility of spontaneous combustion in new hay in storage, the Pennsylvania Warehousing Co. and the Merchants' Warehousing Co., as well as other storage and warehousing concerns in Philadelphia, are refusing to stack baled hay, as might be done in the winter time; and because their method now in use demands that greater air space be allowed between bales, nothing approaching the old hay storage capacity is possible. The roads are also discouraging hay shipments to the same market for the reason that new hay is considered by them as a "highly combustible material." As a result, hay has been held up in the yards unloaded, cars are unreleased and "dealers are worried because their property is becoming moldy outside the proper storage, and the storage and warehousing people are wondering what they are going to do to placate both the railroads and their patrons and at the same time minimize the likelihood of a spontaneous combustion fire."

IN THE COURTS

The Nevling Elevator Co. filed a suit in bankruptcy at Wichita, Kan. The assets of the company are $50,000 and the liabilities amount to $37,000.

Charles Wertz has filed suit against the Lena Elevator Co. at Lena, Iowa, asking judgment in the sum of $450.80 with interest. He demanded 56c a bushel for corn stored at this elevator.

The Finley Farmers' Elevator Co., Finley, N. D., brought suit against a bonding company to collect on the bond of L. J. Newell, the defaulting manager, but the court decided against the company.

The Pears-East Grain Co. of Buchanan, Mich., has brought suit against William L. Porter of Berrien Springs, Mich., alleging a balance of $1,500 due the company for car shortage on grain shipments.

As a sequel to the disappearance of George Wohlhuter from Fairmont, Minn., an elevator belonging to him was sold at sheriff's sale August 6 to satisfy a claim of $8,873.85 held by the Martin County National Bank.

Mrs. Mellie Jarrett has brought suit against the Smith Brothers' Grain Co. at Fort Worth, Texas, for $10,500 for the death of her husband, Frank Jarrett, who died as a result of injuries sustained at the Smith Brothers' plant.

Alleging that the Pennsylvania Railroad is charging exorbitant rates on hay and grain shipments, Jesse I. Pavey of Indianapolis has conferred with the Railroad Commission of Indiana to obtain information relative to filing suit.

The court has ordered the administrator of the estate of James and George P. Hanley of Granger, Iowa, to dispose of the line of four elevators owned by the Hanleys, as soon as appraisement has been made and approved by the court.

The George Koch Grain Co. of Wichita, Kan., has filed suit against the Santa Fe Railway, alleging that there was a shortage of 1,290 pounds of wheat from a car loaded at Garden Plain, Kan., and consigned to the company at Wichita.

On July 12, on the third trial of the case in the Henry County Circuit Court, Mrs. Frances J. Shields was awarded $7,895.83 against J. H. Dole & Co. of Chicago, damages for the death of her son, who was killed at Kewanee in a grain elevator owned by the defendant company in 1907.

The Kalmback-Ford Co., grain dealer of Shreveport, La., has petitioned the Commerce Commission against the Kansas City Southern and other railways, requesting that a differential of 2c be established on corn and corn products from Kansas City territory to Shreveport. The petitioner claims that under the present rate, 21c, on corn the corn can be milled and then shipped from Kansas City territory just as cheaply as corn by itself, giving the Kansas City dealers advantage over local dealers.

P. H. Pelkey of Wichita, Kan., has been restrained by the court from engaging in the elevator construction or supply business in the Southwest, in favor of the P. H. Pelkey Construction Co., owned by G. C. Christopher and A. C. Kynders of Wichita. Two years ago Mr. Pelkey sold his business to the present owners, entering into an agreement, as they say, that he would not again engage in the same line of business in a prescribed territory. It is alleged that he has violated this agreement by becoming manager of a Wichita firm engaged in a similar business.

The Equitable Trust Co. of New York has begun an action at Binghamton, N. Y., against the Deposit Milling Co. of Deposit to recover $569.88, being the amount of a draft upon the defendant company drawn by Palmer & Miller, grain dealers at Celina, Ohio, sent by the Trust Company to Knapp Bros., bankers at Deposit, for collection. The declaration says that Knapp Bros. received the draft on April 8, 1909, the day before the failure of their bank in Deposit. The draft was presented to the Milling Company on April 8 and was accepted by them; therefore Knapp Bros. delivered to the Milling Company the bill of lading which was attached to the draft. Knapp Bros., however, did not, it is alleged, return payment for the draft to the Equitable Trust Co. The defense contends that, owing to the fact that on the day the draft was presented to them and accepted, they had an account of approximately $13,000 in Knapp Bros.' bank, the amount of the draft was chargeable against this account. They therefore insist that the draft was actually paid by them on April 8, 1909.

ARBITRATION DECISIONS.

The following arbitration decisions have been kindly furnished by Secretary Gibbs of the Texas Association:

SETTLING ON DESTINATION WEIGHTS.

Leger Mill Company, Plaintiff, vs. Keel & Son, Defendants.—[J. A. Hughes, Kent Barber and E. N. Noble, committee.]—Claim filed before the arbitration committee of the Texas Grain Dealers' Associa-

tion by Leger Mill Co. of Altus, Okla., against Keel & Son of Gainesville, Texas, for $117.49.

The testimony shows that in November and December, 1910, the plaintiffs purchased from defendants five cars of corn, subject to destination weights and grades, and ordered same shipped to Altus, Okla. The confirmations of both parties agree; and it is clearly established that it was mutually agreed that destination weights and grades were to be protected by defendants.

The corn was shipped in contract time and returns, or account sales, rendered, showing a shortage in weight, freight overcharge and debit for surplus shipped above contract, the whole amounting to $117.49. This defendants declined to pay, claiming that the weights as determined by plaintiff at Altus were incorrect. The defendants also objected to a portion of the charges for freight, claiming that the freight should have been computed on the destination weights and not on the railroad weights.

The weights as rendered by Leger Mill Co. showed quite a loss compared with the invoice weights furnished by defendants and were also less than the railroad weights, in one car being a little over 2,000 pounds and in another a little over 3,000 pounds short. On one car that was transferred by the railroad company, the defendants have agreed to stand the shortage and file claim against the railroad company.

The Leger Mill Co. has made affidavit to the correctness of the weights at destination, and has shown that the railroad company refused to correct the freight to basis destination weights. The defendants have furnished no affidavit as to weights of the cars at shipping points. We do not think that the defendants have shown any error in the weighing of the cars at destination, for we are unwilling to accept the railroad weights as being more reliable than the sworn weights furnished by plaintiff. We decline to allow the interest claimed by plaintiff.

The contract calling for destination weights, it was the duty of defendants to protect the sworn weights at destination; and the contract being on delivered terms, the defendants should also protect the freight charged by the railroad company.

It is therefore ordered that Keel & Son promptly pay to Leger Mill Company, at Altus, Oklahoma, the sum of $117.49, etc.

TIME OF ACCEPTANCE.

W. H. Dowlen & Son, Plaintiffs, vs. Dorsey Grain Co., Defendant.—[Same committee.]—Claim filed before the arbitration committee of the Texas Grain Dealers' Association by W. H. Dowlen & Son at Windom, Tex., against Dorsey Grain Co. of Fort Worth, Tex.

The testimony shows that on July 4, 1911, plaintiffs wired defendant, asking quotations on bulk No. 2 white corn and No. 2 bulk corn. This message was filed with the Western Union Telegraph Co. at Windom about 10 a. m. At about 10:55 a. m. defendant replied by W. U. Tel. Co. as follows: "Message received. Acumen (No. 2 white corn) Cuticle (78), Sighing (subject to your immediate reply by telegraph). No Alkali (No. 2 corn) to offer. Hot wave burning corn up. Will be three to five cents higher tomorrow."

This message was delivered to plaintiffs at about 4:10 p. m., July 4; and about 4:30 p. m., same date, the plaintiffs filed with the W. U. Tel. Co. at Windom a telegram to defendant, reading as follows: "Book us Absconding (3,000 bus.) bulk Acumen (No. 2 white corn), Cuticle (78), prompt shipment." This message was not delivered by the telegraph company until about 8:45 a. m., July 5, 1911, whereupon defendant immediately wired plaintiffs that their acceptance was too late, and that the corn could not be furnished at 78, and that the market was higher. The defendant positively refused to ship the corn; and on July 6, 1911, plaintiffs bought the 3,000 bus. corn elsewhere at 81, and rendered bill to defendant for $90, which was declined, defendant claiming that plaintiffs' claim should be filed against the telegraph company.

It is in testimony before us that plaintiffs brought suit against the Western Union Tel. Co. in Fannin County, carrying the suit on appeal from the justice court to the County Court, and the courts decided adversely to plaintiffs, holding that a valid and binding contract was made between plaintiffs and defendant when plaintiffs filed a message accepting defendant's offer on July 4, 1911, and that plaintiffs had no claim against the telegraph company for its delay in delivering the message of acceptance. The plaintiffs then filed the claim before this committee.

We have carefully considered all the facts and testimony and find that in accepting the offer made by defendant on July 4, 1911, the plaintiffs complied with all the requirements stipulated in said offer; and we hold that, since the defendant did not require that the acceptance should be *received by a specific time or hour*, a valid contract was entered into by the parties. We therefore will find in favor of the plaintiffs for the amount claimed, being 3c on 3,000 bushels, $90, and court costs in Fannin County.

Peoria received the first car of new oats on July 19. It graded No. 4 white and sold at 36c.

FIRES-CASUALTIES

George R. Banton's elevator at Butternut, Mich., was burned July 22.

Lightning slightly damaged the elevator at New Salem, N. D., July 29.

The Security Elevator at Green Isle, Minn., was struck by lightning, July 19.

The Cargill Elevator at Bear Creek, Wis., was damaged by lightning July 13.

The elevator of the Kansas Flour Mills Co. at Offerle, Kan., was destroyed by fire.

Lightning struck the Cargill Elevator at Cayuga, N. D., July 22, doing small damage.

The Ferris & Kerin elevator at Irwin, Ill., was completely destroyed by fire July 15.

Edward Hangen's elevator at Evans Station, Ill., was somewhat damaged by fire recently.

Lightning struck G. W. Wright's elevator at Valley Spring, S. D., doing about $150 damage.

F. W. Albee fell into one of the bins in his elevator at Dolliver, Iowa, and was badly hurt.

Fire did about $300 damage to the elevator owned by Alden Beatley at Kingscreek, Ohio, July 25.

The Meyer & Schmiesing Elevator at Minster, Ohio, was completely destroyed by fire, recently.

The Northwestern Elevator at Blanchard, N. D., was struck by lightning recently and somewhat damaged.

Fire damaged the elevator of the C. D. Robinson Elevator Co. at St. Paul, July 18, to the extent of $1,000.

Several attempts have been made to burn elevator "D" at Fort William, Man., which is owned by the C. P. R.

The Powers Elevator at Edgeley, N. D., was struck by lightning, July 13, and destroyed, causing a $10,000 loss.

Fire partially wrecked the interior of the storehouse of the G. E. Gee Grain Co.'s elevator at Minneapolis, July 16.

The Northwestern Elevator at La Bolt, S. D., was struck by lightning recently and burned to the ground. It was practically empty.

While at work in the Wheeler Elevator at Buffalo, July 15, Joseph Segun stepped on a moving grain conveyor and was seriously injured.

An elevator at Rippey, Iowa, belonging to the S. E. Squires Grain Co., was struck by lightning, July 20, but not much damage was done.

Frank W. Smith, a dealer in grain and hay at Lancaster, Ohio, was struck by lightning while standing near a tree, recently, and may die.

Lightning struck the A. Butts Elevator at Glenburn, N. D., July 29, and it was completely destroyed. It was valued at $8,500 with $5,500 insurance.

W. R. Preston's feed store and elevator at Morrill, Neb., were recently struck by lightning and totally destroyed. The loss is $11,000; insurance, $6,000.

Fire threatened Edward Taylor's elevator at Montmorenci, Ind., when the cob chute caught fire, July 31. The blaze was extinguished with little damage.

The grain warehouse of Kerr-Gifford Co. at Warner siding, Wash., was destroyed by fire, recently, together with about 6,000 bushels of wheat.

Lightning struck a grain elevator in course of construction at Atkinson, Ill., July 30, stunning four men employed on the building. No serious damage was done.

A spark from an engine set fire to Samuel Benton's Elevator at Pottersburg, Ohio, Aug. 4, and it was destroyed, with several hundred bushels of grain. The loss is $5,000.

Arthur Perrill, secretary of the Miami Grain Co., at Xenia, Ohio, was knocked down and run over by an automobile which he had cranked while it was in gear. He was badly bruised.

Arvid Anderson, 24 years old, was smothered beneath tons of grain at the Globe Elevator at Superior, Wis., July 25. He was operating a grain chute 40 feet from the ground floor.

While drawing gasoline from a tank in the King Elevator at Scotland, S. D., George Brown lighted his pipe and ignited the gasoline. A fire extinguisher prevented the flames from spreading.

A hay barn, containing over 800 bales of hay, owned by Charles Voss, Sr., near Houston, Texas, was struck by lightning July 18 and destroyed by fire. The loss, $1,000, is not covered by insurance.

The W. B. Shank grain and feed warehouse at Biwabik, Minn., was almost totally destroyed by fire recently. It is not known how the fire started, but a spark from a passing engine is supposed to have started the blaze.

The Cadott Elevator at Cadott, Wis., was completely destroyed by fire, July 16. It is supposed that the blaze was caused by tramps, as the elevator had not been used since last winter. The loss is about $10,000, partially covered by insurance. It was owned by R. B. Cunningham.

Grain valued at $100 was burned in a grain bin of the Chicago, Rock Island & Pacific Grain Elevator at Kansas City, recently. Spontaneous combustion was the cause.

A bolt of lightning struck the Merrill Elevator at Merrill, Wis., July 23, and put the electric motor out of commission. Herman Zantman was very seriously injured, and Miss Marie Hesterman, the bookkeeper, was severely hurt.

Max Morrow and Frank Jackson were suffocated in a grain elevator containing 1,000 bushels of corn at Wabash, Ind. The boys were playing in the bin, when a chute was opened to empty the bin and they were drawn down.

Arthur Rollins, a section worker, recently sought shelter from the rain in the elevator at Kissinger, Mo. A piece of grain chute standing in a corner was blown over by the wind, striking him on the left side and injuring him severely.

The 5-year-old son of Ben Butscher, manager of the Duff Grain Elevator at Lawrence, Neb., accidentally slipped into the dump and was smothered to death by the wheat. Rudolph Svoboda was overcome with heat while trying to rescue the boy.

The warehouse of the A. D. Campbell Hay Co. in Peoria, Ill., was entirely destroyed by fire, July 20. It contained 15 carloads of hay, straw and small grain. The loss, $15,000, is partially covered by $9,000 insurance. The house will be rebuilt.

Fire destroyed the Russell Miller Milling Co.'s elevator at Minot, N. D., August 1, causing a loss of $50,000. The building was valued at $20,000 and 30,000 bushels of grain at $30,000. The fire started in the top of the elevator but the cause is unknown.

The "B" elevator of the Baltimore and Ohio Railroad Co. at Baltimore, Md., was damaged by fire to the extent of $200, July 26. Between 25,000 and 30,000 bushels of wheat were slightly damaged by water. This was immediately run through the drier.

Fire which started from a lighted match in the gasoline room of a machinery storeroom destroyed the Bentley & McCall Elevator and the Western Elevator at Dana, Iowa, July 25. Brenton & McCall's loss amounted to $15,000 and the Western Elevator loss $12,000.

Minneapolis says that about three tons of tacks have been ordered by railroads to be used in tacking burlap over leaks in grain cars. The Northern Pacific alone ordered 150,000 yards of burlap, 2,000,000 steel plates to cover bolts and holes in cars and one ton of tacks. Circulars are being sent all agents along the routes of the big trunk lines urging dispatch in handling grain cars.

On July 16 the Supreme Court of Missouri sustained the action of the Circuit Court of St. Louis in dissolving a temporary injunction obtained by the C. H. Albers Commission Co. to estop the enforcement of contracts to deliver grain to John T. Milliken and others. The Albers Co. originally instituted five suits in the Circuit Court of St. Louis against the Merchants' Exchange and certain of its members, alleging that as a result of a bull manipulation of the market it was unable to fulfill its wheat contracts, and asking to be relieved from doing so. The court consolidated the five actions and issued a temporary injunction. Over 700 pages of testimony were taken upon the question, and after its consideration by the Circuit Court the temporary injunction was dissolved. From this action the company appealed.

Judge Hazel in United States District Court at Buffalo on July 25 ruled that Robert S. Patterson of Wilkes-Barre, Pa., who is suing the Buffalo Corn Exchange and 54 prominent grain merchants of the city for $100,000 damages which he claims he and his business suffered when he was posted and blacklisted on the floors of the Buffalo Corn Exchange, which made it impossible for him to buy grain in Buffalo or vicinity, thus ruining his business as a grain shipper and miller, would not have to file a bill of particulars of his allegations against the defendants. The decision was given on the motion of the Buffalo Corn Exchange for a bill of particulars of the allegations and the alleged damages suffered. Judge Hazel in his opinion stated that Patterson would have to submit particulars only so far as he might be able to do so without revealing the witnesses or the proofs which he depended upon to substantiate his case. Patterson claims that his personal business reputation was damaged to the extent of $50,000 and that his business suffered to the same extent through the alleged wicked and unlawful conduct of the defendants, when they blacklisted him on October 7, 1907. He claims that owing to the boycott he was compelled to go to other markets for grain and pay higher prices and freight rates, thus causing great injury to his business. He asked for $100,000 punitive damages. The bill of particulars of the allegations was ordered filed within 20 days from July 25.

FIELD SEEDS

The Gate City Seed Co., Keokuk, Ia., has been dissolved.

Hoppers are said to have damaged the alfalfa seed crop in parts of Kansas.

Noble Bros. are erecting a seed house 100 feet square at Gibson City, Ill.

The Yopp Seed Co. is building a warehouse at Paducah, Ky., to cost $10,000.

The Portland Seed Co. will erect a 5-story seed warehouse 100 feet square at Portland, Ore.

An alfalfa seed grower at Scenic, S. D., has had fine results by planting with drill and cultivating.

Portions of Wisconsin report a total failure of alsike for seed and farmers have cut the grass for hay.

Reports from Colorado say that there are 15,230 acres under flax in 27 counties of that state this season.

The Washington State College is offering this season's crop of field peas at the station at $2 to $3 per bushel for seed.

S. G. Courteen has taken out a permit to erect the seed warehouse at Milwaukee hitherto mentioned in this department.

J. E. Ashbrook of Mattoon, Ill., has contracted to deliver a carload of pure dwarf and standard broom corn to Wichita seed men.

The Frank Clark Seed Co. of Fort Worth, has been incorporated; capital stock, $2,500; incorporators, Frank Clark, R. H. Beck and E. H. Fabian, Fort Worth.

The Forest Seed Company, Inc., of Cortland, N. Y., has been incorporated to deal in seeds and realty; capital, $20,000; incorporators, W. Forrest, L. M. Forrest, W. A. Maber.

The first new timothy seed on the crop was received in Chicago on July 23. A lot of 10 bags sold at $7. It was from Iowa, fair quality, some considerably hulled. Last year the first new timothy arrived on July 26.

The Stanford Seed Co. of Binghamton, N. Y., has been incorporated to deal in seed, grain, etc.; capital, $25,000; incorporators: Ezra O. Stanford, Binghamton, N. Y.; Floyd S. Canniff, Buffalo, N. Y.; Arthur R. Cone, Kenmore, N. Y.; John D. and Elizabeth G. Bloxham, Buffalo, N. Y.

The Minnesota state inspection department has changed the flaxseed rule this season to reduce the weight of No. 1 seed from 50 to 49 pounds per bushel, but the limit of tolerance of field damage has been reduced from 20 to 25 per cent for this grain. The weight required for the Northwestern grade remains at 51 pounds and that required for the No. 2 grade remains at 47 pounds.

The agricultural experts of the Ontario government appointed by the Ontario government to act as judges in the standing field crop competition throughout the province, have asked the Dominion government to amend the seed control act of 1911 to provide that all receptacles or packages of alfalfa seed offered for sale shall be marked indelibly with the province, state or county of origin.

The Northern Seed Company of Cass Lake, Minn., has elected the following officers: President, N. E. Jondahl; vice president, Chris Burns; secretary, Al. J. Hole; treasurer, L. B. Galbraith. The board of directors includes the above list with the addition of H. Mullen, A. J. Swanberg and Lester Bartlett. The company also ordered a good supply of Alberta red winter wheat and farmers thereabouts will be induced to plant some of it this fall.

It is said that in some parts of Germany and Austria the clover weeds, particularly clover dodder, are being energetically controlled, but imported seed here does not show any evidence of success. The seed-breeding associations, or seed control stations, now "approve" of the clover seed, after a commission, at the request of the owner, has inspected the field before it is mown. If the dodder or other weeds are not present the seed is approved, enabling the grower to secure higher prices; if the field is damaged by patches of dodder approval is refused, and the seed has to be thoroughly cleaned and sold under a cheaper grade mark. Let it be hoped that the "approved" seed will be sent abroad only when "approved."

The Hays Branch Experiment Station of Kansas reports having harvested one of the finest wheat crops in its history. The yield is not as large as that of the big crop of last year, but this year's grain is plump and hard and excellent in color, having the typical dark red clear amber characteristic of the best western Kansas hard wheat. The variety is Kharkof (Turkey) bearded wheat, which has proved one of the heaviest yielders at each of the state experiment stations. The seed is pure and offered to farmers at its commercial value plus loss in grading, cost of grading, sacking and delivering to the station. Purchasers are limited to 50 bushels, and the cost in 10-bushel lots or more is $1.50 per bushel. A little higher change per bushel will be made for smaller orders. It is proposed that the farmers of any locality may club together and order a car of graded, but not sacked, wheat at a minimum price of $1.40 per bushel.

The Dickinson interests have reincorporated their business under the laws of Delaware. The new corporation is to be the holding company for the numerous Dickinson seed concerns, and is to be known as the Dickinson Seed Company, with a capital of $1,250,000. The Dickinsons were at one time incorporated under the laws of Illinois, but allowed the charter to lapse. They are probably the largest seed handlers in the world and operate in all countries where grains and seeds are grown extensively.

The Treasury Department on July 15 instructed the customs collectors that at the request of the Secretary of Agriculture, during the fiscal year ending June 30, 1913, two ounce samples of all importations of 100 pounds or more of grass, clover and forage plant seeds are to be prepared at the earliest practicable date after the entry and forwarded to the Seed Laboratory, Department of Agriculture, labeled with the names and addresses of consignors and consignees, name of seed as given in the invoice and quantity of the consignment. This ruling is in effect practically the same as has been in effect during the past year.

OBITUARY.

G. W. Tudor, a grain dealer at Lacey, Iowa, was killed in a C., B. & Q. wreck at Western Springs, Ill., July 14.

Henry Poehler, aged 79 years, died at his home in Minneapolis recently. He was one of the most prominent grain dealers in the Northwest.

E. L. Rogers, senior member of the grain firm of E. L. Rogers & Co. at Philadelphia, dropped dead of heart trouble at Ocean City, N. J., July 18.

Florenz Garmhausen, president of the Lock Two Grain and Milling Co., died at his home in Lock Two, Ohio, July 24, after a brief illness, from internal hemorrhage, caused from a recent sunstroke.

John F. Gottron, Sr., a member of Gottron Brothers Co., coal and grain dealers, died at his home at Fremont, Ohio, July 12, after several months' illness. He was 57 years of age and is survived by his wife and several children.

Henry Sayers, 58 years old, president of the Sayers Commission Co. of St. Louis, Mo., died of uraemic poisoning in London, England, July 16, while on a European tour. He had amassed a fortune in the grain business. He is survived by a widow and four children.

Paul Stucklen died at his home in Dorchester, Mass., July 15, at the age of 65. He was born in Germany. He came to this country when 19, and soon became identified with the hay and grain business, eventually building up an extensive trade. His wife and four sons survive him.

James Horace Wilkes of the grain firm of J. H. Wilkes & Co., at Nashville, Tenn., died at his home in Nashville, July 22, as the result of an accident sustained several years ago. Mr. Wilkes was born in 1838, and spent the greater part of his life in the grain business. He is survived by his widow, four children and a sister.

J. F. Kendall died at his home in Chicago, July 18. He had been identified with the grain trade of this city for the past 35 years, in various capacities, mostly as an inspector and elevator manager. In late years he was connected with the Illinois state grain inspection department and was a member of the board of appeals at the time of his death.

John Gill, a former member of the grain exporting house of Gill & Fisher at Baltimore, is dead. Gen. Gill was a Virginian by birth, who, after the Civil War, went to Baltimore and formed the firm of Gill & Fisher, which became one of the largest grain exporting houses in America. After he had made a fortune in grain he retired from the firm and was instrumental in organizing the Mercantile Trust Co., of which he was president until his retirement a few years ago by reason of declining health. He made the company a great factor in railroad and industrial development of the city of Baltimore and of the South., and "when, after many years of active management, he retired from the presidency, he left to the guidance of other men a great institution, worthy of the financial acumen and the business ability of a man who had been equal to creating one of the greatest grain-handling concerns in the world."

Toledo on July 22 received the first car of new wheat. It was not of very good quality, being badly mixed with chess, containing smut balls and testing only 57½ pounds.

The first consignment of new crop spring wheat was received in Milwaukee on July 17 by Johnstone & Templeton. It was No. 2 northern and sold at $1.06 per bushel. The shipment consisted of 2,000 bushels.

The CO-OPERATIVES

The Farmers' Elevator Co., Esmond, N. D., has quit business.

The Bremen (N. D.) Equity Elevator and Trading Co. will be reorganized.

The Equity Co-operative Exchange of North Dakota has removed its general office from Fargo to Moorhead, Minn.

The Anselm (N. D.) Farmers' Elevator last crop year handled 91,527 bus. of grain and built a flour house with the profits.

The Farmers' Elevator Co. at Gary, Minn., has decided to quit business and divide the assets, about $800, and perhaps reorganize.

The Farmers' Elevator Co. at Rock Rapids, Ia., did a business for the year ended June 30 of $125,000, about half only of the previous year's total.

Profits.—Grain Growers' Co-operative Elevator Co., Minto, N. D., $3,481.15 on 204,120 bus. of grain; Farmers' Elevator Co., Edinburg, N. D., $6,259.82 on 200,000 bus.; De Lamere (N. D.) Farmers' Elevator Co., $6,146; Farmers' Elevator Co., Kerkhoven, Minn., $6,907.

A meeting of farmers' elevator representatives was held at Omemee, N. D., on August 2 to organize for what is to be known as the House River Loop Association. The object is to have a uniform system of handling the grain under a general superintendent. The towns represented were Carberry, Maxbass, Bottineau, Overly, Lansford, Gardena and Omemee.

Dividends.—Farmers' Elevator Co., Appleton, Minn., 37%; Farmers' Elevator Co., Highview, Ia., 47%; Farmers' Elevator Co., Rushford, Minn., 25%; Farmers' Elevator Co., Glidden, Ia., 6%; Farmers' Elevator Co., Vienna, S. D., 1c per bu.; Farmers' Elevator Co., Hannah, N. D., 50%; Farmers' Elevator Co., Dawson, N. D., 12% and 8% to surplus; Farmers' Elevator Co., Woden, Ia., 10%; Farmers' Elevator Co., Sheldon, N. D., 20%; Co-operative Grain Co., Pomeroy, Ia., 8%; Farmers' Elevator Co., Ellendale, Minn., 10%; Farmers' Elevator Co., Henry, S. D., 10%; Farmers' Elevator Co., Fort Dodge, Ia., 20% and 54% to sinking fund; Farmers' Elevator Co., Hannaford, N. D., 15%; Co-operative Elevator Co., Chama, N. D., 12% and 2½c per bu. to stockholders; Farmers' Elevator Co., Lafayette, Minn., 10% by vote of the stockholders, who reduced the amount from 30% allowed by the directors, carrying the 20% to surplus; Farmers' Elevator Co., Clifford, N. D., 20%; Farmers' Elevator Co., Lennox, Ia., 9%; Farmers' Elevator Co., Houghton, S. D., 10%; Farmers' Elevator Co., Woonsocket, S. D., 10%; Equity Elevator Co., Garrison, N. D., 10%; Farmers' Elevator Co., Hastings, Minn., 6%; Farmers' Elevator Co., Baltic, S. D., 6%; Farmers' Elevator Co., Industry, Ia., 74% and 20% to surplus; Equity Elevator Co., Ryder, N. D., 22%; Farmers' Elevator Co., Hillsboro, N. D., 100%; Farmers' Elevator Co., La Meure, N. D., 20%, making 225% in six years; Farmers' Elevator Co., Clark, S. D., 1c per bu.; Farmers' Elevator Co., Park River, N. D., 8%; Farmers' Grain Co., Moorland, Ia., 73%; Farmers' Elevator Co., Lake Preston, S. D., 10%.

MANAGERIAL TROUBLES.

R. H. Williams, a bank cashier at South Shore, S. D., who appropriated $14,000 worth of grain stored with the Farmers' Elevator Co., committed suicide when his defalcation was discovered.

John Zuik, manager of the Farmers' Elevator Co. at Otto, Ia., has been found short about $3,300. He has disappeared.

G. F. M. Bradbury, manager of the Farmers' Elevator Co., Lineville, Ia., has been arrested charged with obtaining money under false pretenses. The company has filed a petition in bankruptcy.

GRAIN GROWERS' CO.

The Grain Growers' Association of western Canada, at the annual meeting at Winnipeg on July 16, declared a 10 per cent dividend. The president's report showed a net profit of $121,614 for the past year, against $69,000 the previous year and but $790 five years ago. Paid up capital is $586,000, and after paying a 10 per cent dividend the directors recommended that $60,000 be added to the reserve fund, which now totals $200,000.

Dwelling at length with the future policy of the company, the president said he considered that it should be developed along co-operative lines, and with a view of assisting the farmers of the West to sell their products in the best markets and to purchase their necessities at the lowest possible price. He pointed out that six years ago, when the company was started, conditions were never worse in the history of the West. The results had been that the practical monopoly in the grain trade had been broken.

In addition to its operations in grain the company has secured control of 300,000,000 feet of standing timber and is in search of coal lands.

CROP REPORTS

GENERAL REVIEW OF CONDITIONS AND PRICES.

Crop conditions in general August 1 average for the United States materially better (12.3 per cent) than on same date last year, and slightly better (0.3 per cent) than the average condition of recent years. The month of July was slightly more favorable for crops than the average July and much more favorable than July of last year.

The acreage in field crops is about 1.2 per cent smaller than last year.

The condition of certain crops on August 1 compared with their average condition (not normal) on August 1 of recent years follows: Spring wheat, 112.6; oats, 110.9; hay, 110.2, barley, 107.2; millet, 107.2; flax, 106.2; alfalfa, 104.9; timothy, 104,3; lima beans, 104.3; Kaffir corn, 103.5; broom corn, 102.2; clover for hay, 101.7; pasture, 99.9; sorghum, 99.5; beans (dry), 98.5; rice, 98.2; buckwheat, 98.0; corn, 96.6.

The yield per acre of winter wheat is 97.4 per cent of a ten-year average and of rye 103.7 per cent.

The indications are for a total production of all cereals (125,070,000 tons) of about 13.7 per cent more than last year, 0.1 per cent more than in 1910 and 9.8 per cent more than in 1909. Potato prospects are for about 27 per cent more than last year, 6 per cent more than in 1910, but 5 per cent less than in 1909. Hay prospects are for about one-third more than last year, and 6 per cent more than in 1910 and 1909.

Prices paid to producers of the United States on August 1 of 1912 and 1911, respectively, averaged as follows: Corn, 79.3 cts., 65.8 cts. per bushel; wheat, 89.7 cts., 82.7 cts.; oats, 44.3 cts., 40.2 cts.; barley, 66.8 cts., 69.3 cts.; rye, 77.9 cts., 75.5 cts.; buckwheat, 83.6 cts., 76.0 cts.; flaxseed, 175.2 cts., 199.2 cts.; potatoes, 86.5 cts., 136.0 cts.; hay, $12.98, $14.67 per ton; cotton, 12.0 cts., 13.2 cts. per pound (the average of prices of above crops, which represent above three-fourths of the value of all crops, declined 7.6 per cent during July, whereas in July, 1911, they advanced 8.7 per cent; they averaged on August 1 about 0.1 per cent lower than on August 1 last year; on July 1 they averaged 17.5 per cent higher than on July 1 last year).

THE AUGUST CROP REPORT.

The Crop Report for August made the following estimates for the United States:

	Condition August 1.			
Crops.	1912.	1911.	10-yr. av.	Acreage 1912.
Corn	80.0	69.6	82.8	108,110,000
Winter wheat				25,744,000
Spring wheat	90.4	59.8	80.3	19,201,000
All wheat				44,945,000
Oats	90.3	65.7	81.4	37,844,000
Barley	89.1	66.2	83.1	7,574,000
Rye				2,097,000
Buckwheat	88.4	82.9	90.2	835,000
Flax	87.5	71.0	a82.4	2,992,000
Rice	86.3	88.3	87.9	710,100
Hay, all tame	91.0	68.6	b82.6	c49,209,000

a. Nine-year average. b. Four-year average. c. Hay figures of the bureau have been revised to conform to the census classification and basis; changes are due mostly to the inclusion of grains cut green for hay, not included in the bureau's previous basis of estimations.

The yields indicated by the condition of crops on August 1, 1912, are as follows:

	Yield per acre.		Total production in millions of bushels.		
Crops.	1912a. Bus.	1911 Final. Bus.	1912a.	1911 Final	1909 Census.
Corn	26.0	23.9	2,811	2,531	2,552
Winter wheat	b15.1	14.8	b390	430	418
Spring wheat	15.1	9.4	290	191	265
All wheat	15.1	12.5	680	621	683
Oats	31.9	24.4	1,207	922	1,007
Barley	26.7	21.0	202	160	173
Rye	b16.9	15.6	b35	33	30
Buckwheat	19.3	21.1	16	18	15
Flax	c9.4	7.0	28	19	20
Rice	31.9	32.9	23	23	..
Hay, all tame, tons.	d1.49	1.14	73	55	69

a. Interpreted from condition reports. b. Preliminary estimate. c. Based on average for 1905-1909. d. Based on average for 1908-10.

The quality of winter wheat is 90.7 against 92.0 last year, and 91.1 the 5-year average (1907-11). The quality of rye is 94.0 against 91.5 last year, and 92.0 the 10-year average.

The amount of oats remaining on farms August 1 is estimated at 3.8 per cent of last year's crop, or about 34,872,000 bushels, as compared with 67,793,000 bushels on August 1, 1911, and 64,199,000 on August 1, 1910.

Details for important crops in principal states follow:

SPRING WHEAT.

	Per cent of U. S. acreage	Condition.		
States.	in state.	Aug. 1, 1912.	July 1, 1912.	Ten-year August av.
North Dakota	42.4	94	92	76
Minnesota	22.0	89	89	82
South Dakota	19.3	85	83	81
Washington	6.3	87	90	81
United States	100.0	90.4	89.3	80.3

WINTER WHEAT.

	1912 Preliminary. Production.			1911. Production.		
States.	Yield per acre. Bushels	Bushels. (000 omitted)	Quality. per cent.	Yield per acre. Bushels.	Bushels. (000 omitted)	Quality. per cent.
Kansas	16.0	85,776	93	10.8	51,030	92
Nebraska	18.0	51,408	97	13.8	38,474	92
Missouri	12.4	23,932	88	15.7	36,110	93
Oklahoma	13.3	20,243	84	8.0	8,976	78
Pennsylvania	18.0	22,320	92	13.5	17,402	86
Indiana	8.0	9,648	77	14.7	34,354	93
Ohio	8.0	9,536	82	16.0	36,240	93
Illinois	8.3	9,819	79	16.0	42,000	93
Washington	27.6	27,269	94	27.3	25,116	97
Virginia	11.6	8,596	88	12.0	9,000	92
Michigan	10.4	7,332	78	18.0	18,450	90
Texas	15.0	10,560	88	9.4	6,580	81
Kentucky	10.0	6,860	82	12.7	9,906	93
Tennessee	10.5	7,004	86	11.5	8,280	92
Oregon	26.8	16,884	87	22.2	13,009	95
North Carolina	8.9	5,322	84	10.6	6,636	93
Maryland	15.0	8,970	88	15.5	9,378	92
California	17.5	5,738	89	18.0	8,640	95
Idaho	28.4	9,656	96	31.5	10,930	99
New York	16.0	5,360	90	19.5	6,728	91
United States.	15.1	389,942	90.7	14.8	430,656	92.0

CORN.

	Per cent of U. S. acreage	Condition.			
States.	in state.	Aug. 1, 1912.	July 1, 1912.	Aug. 1, 1911.	10-year August av.
Illinois	9.9	79	78	74	85
Iowa	9.3	89	83	68	83
Kansas	7.9	73	84	54	79
Missouri	7.1	81	83	61	82
Nebraska	7.0	79	80	64	83
Texas	6.8	75	84	40	73
Oklahoma	5.0	65	90	33	76
Indiana	4.6	80	77	80	86
Ohio	3.8	81	77	80	85
Georgia	3.7	75	78	89	88
Kentucky	3.3	83	82	74	86
Tennessee	3.1	81	86	91	87
Alabama	2.9	81	82	91	85
Mississippi	2.9	79	82	89	82
North Carolina	2.6	86	88	78	86
Arkansas	2.4	80	84	82	84
South Dakota	2.3	83	76	75	86
Minnesota	2.1	83	78	81	82
Virginia	1.8	85	88	70	86
South Carolina	1.8	79	79	80	84
Louisiana	1.7	81	77	76	82
Wisconsin	1.5	81	77	85	82
Michigan	1.5	73	72	81	79
Pennsylvania	1.3	80	78	87	88
United States	100.0	80.0	81.5	69.6	82.8

OATS.

Iowa	13.1	96	94	68	83
Illinois	11.2	94	90	68	78
Minnesota	7.8	92	91	63	84
North Dakota	6.1	94	91	58	77
Nebraska	6.0	78	83	39	78
Wisconsin	6.0	88	88	80	86
Ohio	5.6	96	92	78	85
Indiana	5.2	97	95	77	81
Kansas	4.5	86	83	35	67
South Dakota	4.1	87	85	24	84
Michigan	3.9	87	83	81	85
New York	3.1	77	81	85	91
Pennsylvania	2.9	87	88	84	90
Missouri	2.7	92	87	38	75
United States	100.0	90.3	89.2	65.7	81.4

About 100 hay growers of the Yakima Indian Reservation met at Wapato, Wash., July 27, to discuss the low market price of hay and to reach some conclusion as to action. Though the alfalfa crop is light in this district, the market price of hay has been $8.

The Farmers' Elevator Co. of South Shore, S. D., is $8,000 in debt, with $2,400 assets. As the idea of signing a note payable to McCarthy Bros., the principal creditors, was "distasteful" to many stockholders, other ways of raising the money were suggested, among which was one that the $4,200 in cash dividends paid out in 1910 and 1911 be recalled and used in liquidating the debt; but nothing was done.

Hess Grain Driers

MODEL FOR 1913

The stationary driers for 1913 show a marked change in distribution of materials.

The heavy cast iron plates heretofore used have been superseded by plates of pressed galvanized steel, much less in weight, though the necessary strength is retained. This reduces the cost of the drier housing, the load upon it being lessened. The saving of material in the drier itself also permits *a very substantial reduction in our price.*

We announce also for all portable and stationary driers A NEW DESIGN OF STEAM COILS suitable for exhaust or live steam. The new coils provide a continuous circuit for the steam, hence positive and rapid circulation. With four pounds back pressure the largest coil is filled and thoroughly heated *in less than three minutes.*

These coils are so fitted that unequal strains from expansion and contraction are impossible, and there is no breakage of parts. The pipes are self cleansing, and no dust nor dirt can accumulate upon nor within them.

We have also designed a new drying system for

EAR CORN

with furnace heat. It is inexpensive, and adapted to the needs of the large grower, and of the seed merchant. No boiler required, and no machinery necessary in its operation.

With our unequaled facilities for manufacturing and our corps of drier engineers always available, we can serve you more promptly and more efficiently than others. Free booklet and plans.

Hess Warming & Ventilating Co.

910 Tacoma Bldg. CHICAGO, ILL.

More Hess (U. S.) Moisture Testers are in use than all other makes combined.

BARLEY *and* MALT

Milwaukee's first car of new barley arrived to E. P. Bacon & Co. on July 26. It was Nebraska medium, testing 45½ lbs.; sold at 78c.

John E. Beggs of Terre Haute, Ind., has purchased the Minneapolis plant of the Electric Malting Co. The plant will be operated to full malting capacity and extensions may be made.

Two cars of new crop barley, the first of the season, arrived at Chicago on July 22. One car was from Iowa, graded No. 3 and sold at 75c. Another was from Illinois, graded No. 4 and sold at 60c. The first new barley received at Chicago a year ago was on July 11.

The Minneapolis *Market Record* says July receipts of barley in that market were largely the cleaning up of shipping houses as shown by the part cars and sacks on sale. With due care in harvesting and handling the new crop should be of high average quality as well as of quantity.

The Portland *Commercial Review* says that in the markets of the Coast, barley prices have declined from the top figures of last season. Crop returns are very favorable. As to the disposition of the large crop, many figure that there will be some shipped to Europe if freights can be obtained at a suitable figure. The shipments to east of the Rockies may be fair, but no one anticipates much in that direction until after the turn of the year.

The Milwaukee Maltsters' Traffic Ass'n has complained to the Commerce Commission that the method of paying elevation allowances on barley malted in transit at Milwaukee, Wis., is discretionary; and they ask that the railroads be forced to make payments for elevation of barley malted in transit and transferred through the elevators of the maltsters, as already provided when barley is transferred through the railroads' elevators as well as other elevators.

THE BARLEY CROP.

W. H. Prinz of the *American Brewers Review*, August 1, says in part:

"Taking the barley situation as a whole, there can be no doubt that it is much better than last year and a better and larger crop can be expected; but the crop will be very much mixed, and the heavy rains in the last few weeks have done much damage. As we can look for these rains to continue, it will be a wet harvest, and barley will carry much more moisture. Great care must be taken, or much of it will be spoiled after harvesting and come on the market in a heated condition. The wet weather will also delay harvesting and threshing. The harvesting is now in full swing, and in many localities the yield is better than first anticipated. The cool weather has been of great benefit to the filling out, and a good sized berry can be expected, and although the color may not be as bright as last year it will malt better and make a better malt. What the percentage of high grade barley may be is too early to state. In regard to prices, my early predictions have come true, and new barley was offered at 65 to 70c f. o. b. Chicago for September delivery, but those who think that the prices of barley will be gauged by the prices of oats, or it becoming a feed situation, will be somewhat disappointed, and I still think that all old malt will be needed, and it is certain that we must start the new season with no stocks of old barley and old malt."

Broomhall, August 1, said that "good progress has recently been made to the harvesting and threshing of barley in southeastern Europe and the prospects for the crops have been fully maintained, southwest Russia in particular sending very favorable reports."

THE BARLEY SITUATION.

BY A. L. SOMERS.
President, Somers, Jones & Co.

The barley market is becoming more active with the heavier movement of new grain. Values have receded somewhat from the high prices paid at the opening of the season several weeks ago. Choice qualities of barley, thoroughly clean, testing 48 to 49 lbs., will still bring as high as 75c, this showing a decline of fully 5 to 7c per bushel for the period named. This character of barley will probably hold its own better than the medium and lower grades, especially during the period just at hand, when the Barley has to go through the sweat in order to become seasoned enough to insure good keeping qualities.

We quote malting barley today (Aug. 12) from 55 to 75c and feed barley from 40 to 50c. The heavy general rains of the past week are apparently continuing and will undoubtedly spoil a lot of grain and seed in the shock. Further than that, they will delay the movement enough perhaps so that the demand will overtake the supply. In that way the wet weather could easily become a very bullish feature. We expect fully to see days near at hand when the arrivals will only be half enough to supply the daily requirements. Should the weather, on the other hand, become dry shortly, it would naturally change things considerably and make a much more bearish situation of it.

Writer recently spent several days in the barley and seed territory in southeastern Minnesota and finds that thrashing reports there are away below expectations. The average yield will not be much over 20 bushels per acre although there are occasional fields which show considerably more than that. This is the territory which had the best barley last year and farmers are not at all inclined to sell freely. We think there will be an unusual lot of holding on that account, and, coupled with the wet weather and the probable congestion among the railroads, the result will be a very slow distribution of the crop, also a bull help.

Consumers, on the other hand, have light supplies and are likely to take hold early and freely. There is no getting around the fact, however, that the low prices of other feed grains, oats especially so, are a distinct bearish feature in barley values. Oat mixers can hardly pay much over 40c per bushel for mixing barley to mix with oats. Barley mixed oats sell at reduced prices and mixers require a discount to pay for their labor in addition to it, and 32c oats means 48c barley, on the pound basis, and with the discount mentioned it will naturally reduce the mixing value of barley to close to 40c per bushel.

We look for a good healthy trade when the full demand for barley gets into the market, soon after September 1. By that time the grain will be fairly well seasoned and in better keeping condition.

Country shippers will find it to their interest not to ship soft grain to the market at present. Good dry cars that will stand shipment, however, should be consigned on rush orders.

"EGYPTIAN WHEAT."

"Egyptian wheat is a grain crop that is fast attracting the attention of farmers in Texas. It is a new grain, having been introduced into Texas about three or four years ago. The seed was obtained from Russia and it has proved a success wherever it has been tried in Texas. Three crops can be obtained from the same stubble in one year, each crop yielding from 50 to 100 bushels of grain per acre.

"The grain is the finest of feed for poultry and all kinds of live stock. When parched, the grains pop out crisp and white like popcorn. In Russia the wheat is manufactured into flour and is the chief food of the poorer class of people.

"This is my first year to plant Egyptian wheat, and I only planted a small amount. The yield was at the rate of 75 bushels of grain per acre. I planted late, but the second crop is ready for cutting. The stalks and blades make the best of forage. I plant the wheat in rows, the same as when planting sorghum."—B. F. Perego, Newton, Tex.

As Mr. Perego last year harvested the first crop, says the Kansas Farmer, to which he writes as above, his later experience may prove that some of the advantages claimed for this crop do not meet his expectations; and as he offers to send seed to farmers desiring to try this "wheat," it seemed best to state both sides of the case. Mr. Perego's letter was therefort sent to the Agronomy Department of the Kansas State Agricultural College, and brought forth the following reply:

"The sample of seed submitted in connection with the letter by Mr. Perego is that of Shallu, a variety of sorghum originally coming from India, but which has been grown more or less in the United States for a number of years. This sorghum has no claim whatever to the name of 'Egyptian wheat,' which is simply a selling name applied to it by unscrupulous parties in the attempt to sell the seed at fabulous prices. Under ordinary conditions in the central part of the United States it yields less grain and roughness than does Kaffir and the grain and roughness are both less desirable. It usually yields less grain than milo, though the roughness may weigh more than that of milo in the milo belt. As far as known, the grain is desirable for poultry food, as is also Kaffir and milo grain, and, as the seeds are harder, they require more preparation for horses, hogs and cattle than does either milo or Kaffir. The statement that the crop is from Russia and used there for food by the poorer classes of people, is entirely without foundation.

"The statement that the plant will make several crops is based upon the fact that any of the sorghum crops, if cut early, will produce a second growth from the roots. Sometimes this second growth produces heads, but a second and third crop depends entirely on the weather, and is not a matter of any importance in Kansas. In India a great deal of importance is given to sorghum crops in the dry section, and they are used for many purposes, but of the hundreds of varieties tested in this country in recent years, not one of them has equaled Kaffir or milo in the central west. What these sorghums will or will not do in Southern Texas has no bearing whatever on its being desirable in Kansas, and I might add that the enormous yields reported by the men who have been selling this seed have never been proven. Small amounts of this seed have been sold at as high as $1,500 per bushel."—A. H. Leidigh, Assistant Professor in Crops.

LATE PATENTS

Issued on July 9, 1912.

Seed Testing Apparatus.—William J. Buttschau, Omaha, Neb. Filed April 22, 1912. No. 1,031,771. See cut.

Spout.—Alonzo T. Adams, Marseilles, Ill., assignor, by mesne assignments, to Marseilles Company, East Moline, Ill. Filed December 10, 1909. No. 1,031,829. See cut.

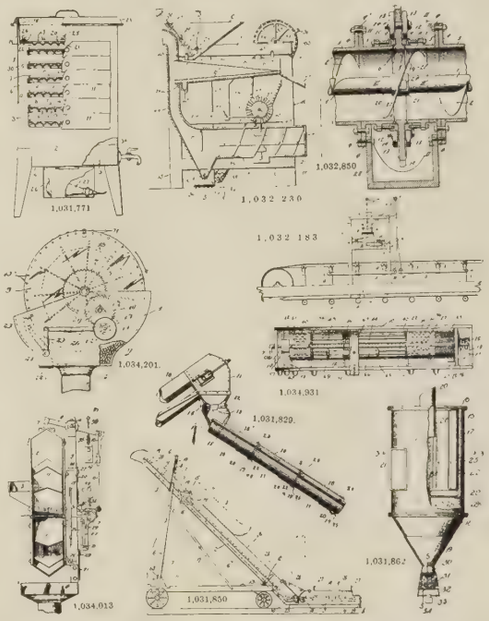
Grain Handling Device.—Henry P. Harpstrite, Maora, Ill. Filed June 22, 1908. No. 1,031,850. See cut.

Dust Collector or Separator.—Orville M. Morse, Jackson, Mich.; Sarah G. Morse, special administratrix of said Orville M. Morse, deceased. Filed September 30, 1907. No. 1,031,862. See cut.

Integrator for Conveyor Belt Weighing Scales.—William Pennfeather Buchan, Silver Creek, N. Y. Filed June 13, 1910. No. 1,032,183. See cut.

Automatic Scale.—Frank H. Headen, East St. Louis, Ill. Filed February 12, 1912. No. 1,032,209.

Grain Separator and Cleaner.—Thomas E. Merry-



field, Atwood, Colo. Filed June 2, 1911. No. 1,032,230. See cut.

Issued on July 16, 1912.

Drive for Conveyors.—William D. Mount, Sattville, Va. Filed April 23, 1912. No. 1,032,850. See cut.

Issued on July 30, 1912.

Scale.—Frank S. Hebden, Peoria, Ill. Filed May 7, 1910. No. 1,034,013. See cut.

Bean Sorter.—Clarence W. Carter, Minneapolis, Minn. Filed May 6, 1912. No. 1,034,201. See cut.

Seed Corn Stringer.—James C. O'Roake, Newton, Iowa. Filed January 18, 1910. No. 1,034,287.

Issued on August 6, 1912.

Conveyor.—George D. Parker, Riverside, Cal. Filed February 3, 1912. No. 1,034,641.

Bean Separator.—Thomas Ruiz, Oxnard, Cal. Filed May 23, 1911. No. 1,034,931. See cut.

Seed Corn Hanger.—George A. Lang, Maurice, Iowa. Filed November 4, 1911. No. 1,035,019.

NEW ELEVATORS AT EMDEN.

The British vice-consul at Emden, Germany, on the estuary of the mouth of the River Ems, reports that two companies at that place have undertaken to provide the port with grain elevators in the course of 1912. One company intends to establish two pneumatic elevators, of the same type as those in use at Hamburg and Rotterdam, with a maximum capacity of 200 to 220 tons per hour, at a total cost of 700,000 marks (about $166,600); and the other company two pneumatic elevators with a capacity of 150 to 180 tons per hour, to cost 650,000 marks (about $155,000). These elevators are to be ready for use in May or June next. They will both be floating structures worked by steam. It is claimed that, whereas the average time of unloading grain steamers at Emden amounts at present to a week or slightly under, the use of these elevators will enable vessels to obtain the same despatch as at Hamburg, viz., about two days. The Vice-Consul adds that the four grain elevators are considered to be far in excess of the probable requirements of the port in the near future.—British Board of Trade Journal.

COMMUNICATED

[We invite correspondence from everyone in any way interested in the grain trade on all topics connected therewith. We wish to see a general exchange of opinion on all subjects which pertain to the interest of the trade at large, or any branch of it.]

WOULD FEEL LOST.

Editor American Elevator and Grain Trade: We have been taking your journal for some years in name of Scott & Hoadley and as I have just succeeded them in business here will get the paper for the balance of this year and then shall renew, for should feel lost without it.

Yours truly,
Lafayette, Ill. THOS. HOADLEY.

BUILDING AN ELEVATOR.

Editor American Elevator and Grain Trade: The Wenholz Construction Company is building a 20,000-bushel elevator for me at Vanwood Station on the C. & A. R. R. (no post office there). My address will be Springfield, Ill., 631 S. Sixth St.

Oats are fine and are being harvested. Our corn crop, which has been late and uneven, has in the last two weeks been trying to make up for lost time, weather conditions being favorable for rapid growth.

Yours truly,
Springfield, Ill. THOS. SUDDUTH.

JAPANESE BARLEY CROP.

Editor American Elevator and Grain Trade: Referring to our inquiry on your report of Japan's barley crop amounting to 110,000,000 bushels for the present season [see "American Elevator and Grain Trade" for June, 1912, at top of third column, page 692], we note that you got this information through an item in a Chicago daily paper. In connection with the foregoing we have consulted the Consul-General of Japan at San Francisco, and from him we learned that the average crop of Japan for the years 1900 to 1910 was as follows: Barley, 45,000,000 bushels; rye, 35,000,000 bushels; wheat, 20,000,000—a total of 100,000,000 bushels.

We showed him your letter and clipping and he informed us that the term "barley" was sometimes used in the Japanese reports to include the above three different kinds of grain.

We have no doubt, therefore, that such was the meaning of the item referred to and we presume from that that the crop of barley in Japan this year would total from forty-five to forty-eight million bushels.

Trusting that this will be of interest to you and thanking you for your letter we are,

Truly yours,
San Francisco. SINSHEIMER & CO.

The Russell Grain Co., Kansas City, sends samples of new alfalfa meal which looks fine and was quoted July 27 at $21.50 in 100-lb. bags or $17.25 as hay.

For Sale

[Copy for notices under this head should reach us by the 12th of the month to insure insertion in the issue for that month.]

ELEVATORS AND MILLS

FOR SALE.

Southern Minnesota, 12,000-bushel elevator, on Illinois Central Railroad. Feed mill, flour and feed side line; good territory; fine prospects; price reasonable. BOX 59, London, Minn.

ELEVATORS IN NORTHWEST FOR SALE

Sixteen elevators in North Dakota and Minnesota for sale. Good stations; prices reasonable. Will sell either as a line or separate. Address 308 BOARD OF TRADE, Duluth, Minn.

WAGNER CROP BOOKLET for 1912 now ready. Covers wheat, corn, oats and cotton crop raising data. Most complete publication of its kind. Sent on request. Correspondence invited.
E. W. WAGNER & CO.
Grain, Securities, Provisions, Cotton
BOARD OF TRADE, CHICAGO

ELEVATORS AND MILLS

ELEVATOR FOR SALE.

Will store ten thousand bushels of grain, 5 horsepower gasoline engine in running order, for $2,500 cash; $2,700 on time—$1,000 cash and the balance in terms with interest at eight per cent. A. E. ENGESETTER, Birch Hills, Sask., Canada.

ELEVATOR FOR SALE.

Forty thousand-bushel Indiana elevator, cribbed. Only elevator in county seat town in third best farming county in state. Wheat, corn, oats and rye handled. Good wholesale and retail flour and feed business in connection. Will sell separate. Fine opening. Address J. S., Box 7, care "American Elevator and Grain Trade," Chicago, Ill.

FINE TERMINAL PLANT FOR SALE.

Grain Elevator property for sale at Harvey, Ill., on Grand Trunk Railroad. Description: 10 fireproof storage tanks, capacity 250,000 bushels; bleaching tower; boiler house and boiler; office; motors; machinery; electric switches; concrete foundation for working house, etc. Direct and belt connections with all railroads. Address H. W. ROGERS & BRO., Western Union Bldg., Chicago, Ill.

MACHINERY

FOR SALE.

Jewell Automatic Steam Engine, 20-horsepower, good condition; price, $90. Address BEAR GRAIN CO., Hicksville, Ohio.

FOR SALE

Gas or gasoline engines: 15 horsepower, $200; 30-horsepower Fairbanks-Morse, $600; all good condition. Also various brick machinery. Address FORT SCOTT BRICK CO., Fort Scott, Kan.

FEED MILLS FOR SALE.

Two 30-inch Destroyer Feed Mills, especially adapted for large volume feed grinding and screenings grinding, with emery stones and one extra set. Also one 24-inch Monarch Attrition Mill, with underrunning drive, complete. Will be sold cheap. Address S. G. S., Box 8, care "American Elevator and Grain Trade," Chicago, Ill.

SCALES FOR SALE.

Rebuilt scales, guaranteed in good condition, at half prices: 100-ton, 42-foot Standard; 80-ton, 42-foot, and 60-ton, 38-foot Fairbanks; 10-ton, 14-foot, 6-ton, 14-foot, and 5-ton, 14-foot Fairbanks wagon; 200 and 150-bushel hopper Fairbanks; 3,500-pound and 2,500-pound dormant. Several portable scales. Also new scales, all sizes. STANDARD SCALE CO., 1345-47 Wabash Ave., Chicago, Ill.

GASOLINE ENGINES FOR SALE.

We have several very good gasoline engines for sale at very low prices. They are as follows: Two 3-horsepower upright Fairbanks-Morse, second-hand, $80 each; one 6-horsepower Charter Horizontal, second-hand, nearly new, $150; one 6-horsepower International Horizontal, second-hand, $100. These machines are all in good shape, have full equipment, jump spark, tanks, etc., and are guaranteed to have been taken out simply because the owners preferred electrical power, not because of any defect in the machines themselves. For particulars write THE PIPESTONE ELECTRIC LIGHT, HEAT AND POWER CO., Pipestone, Minn.

Edward P. McKenna John A. Rodgers
McKENNA & RODGERS
COMMISSION MERCHANTS
Grain and Provisions, Shippers of Corn and Oats
61 Board of Trade, CHICAGO
Consignments given Special Attention — Phone Harrison 7228 — Orders in Futures carefully executed

Miscellaneous Notices

[Copy for notices under this head should reach us by the 12th of the month to insure insertion in the issue for that month.]

OPENING FOR ELEVATOR AND MILL.

We have a good opening for an elevator and flour mill in Ralston, an industrial suburb of Omaha, Neb., located on the C., B. & Q. and Missouri Pacific railroads. Three factories completed and three under construction. Surrounded by good farming community. RALSTON TOWNSITE CO., 309 S. 17th St., Omaha, Neb.

HELP WANTED

WANTED.

A man to run Nash Gasoline Engine and milling machinery. Write, stating your previous experience and salary expected. A. S. PETTIT, Proprietor North Side Elevator, Huntington, L. I., N. Y.

WANTED.

Twelve first-class grain elevator carpenters. None other will be considered. We want one to represent us in each of the following states: Minnesota and South Dakota, Illinois, Iowa, Wisconsin, Missouri, Oklahoma, Kansas, Nebraska, Ohio and Texas, for the introduction of the "Fitzgerald Electric Automatic Elevator Overflow Alarm." No capital whatever required. Chance of a lifetime for carpenters who are real live wires. For full particulars address GRAIN ELEVATOR SPECIALTIES, LTD., 344 Grain Exchange, Winnipeg, Manitoba.

Grain and Seeds

OATS STRAW WANTED.

Wanted, 100 cars oats straw. C. T. HAMILTON, New Castle, Pa.

MAHOGANY CORN WANTED.

Can use up to 25,000 bushels of mahogany corn. Send samples and name lowest price. Address C C. LEWIS, Chamber of Commerce, Buffalo, N. Y.

QUOTE ME PRICES.

On bran, shorts, mill feed, oats, chops, snapped and shelled corn; demand heavy. Can furnish limited quantity of pure Johnson grass seed. A. S. LEWIS, Cor. Olive and Pacific Ave., Dallas, Texas.

FLOUR AND MILL FEEDS.

Mixed cars of flour and mill feeds in 100-pound sacks are our specialties. Would like to send you a trial order to convince you of the superiority of our products. ANSTED & BURK CO., Springfield, Ohio.

SEEDS WANTED

We solicit correspondence from shippers or dealers who are in position to offer us, or can secure for us, Timothy, Red, Alsike or Alfalfa Clover, Millet, Red Top, or other Field Seeds. Write us, with crop news, samples, and other information as to production of seed and approximate values in your section. Please refer to this advertisement.

ILLINOIS SEED CO.
1521-1535 Johnson St. CHICAGO, ILL.

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L. F. MILLER & SONS,
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CONSIGNMENTS SOLICITED. Special attention given to the handling of CORN AND OATS.
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{ Union National Bank, Westminister, Md.

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GRAIN and FEED
Chamber of Commerce, BOSTON, MASS.
If interested in selling Grain or Feed throughout New England, correspondence solicited.

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WE manufacture all gauges of corrugated iron, either painted or galvanized. We make Patent Cap Roofing, Roll Cap roofing, "V" Crimped Roofing, Metal Ceilings, etc., etc.
We make a specialty of
Corrugated Iron and Metal Roofing For Grain Elevators
And take contracts either for material alone or job completed
Write us for prices. We can save you money.

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COMMISSION MERCHANTS
GRAIN, HAY AND SEEDS
PEORIA, ILL.
References { First National Bank, Peoria, Ill.
{ Commercial German National Bank, Peoria, Ill.

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RUMSEY, MOORE & CO.
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Board of Trade Bldg. PEORIA, ILL.

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MUELLER GRAIN CO.
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We Solicit Your Consignments In Grain and Hay
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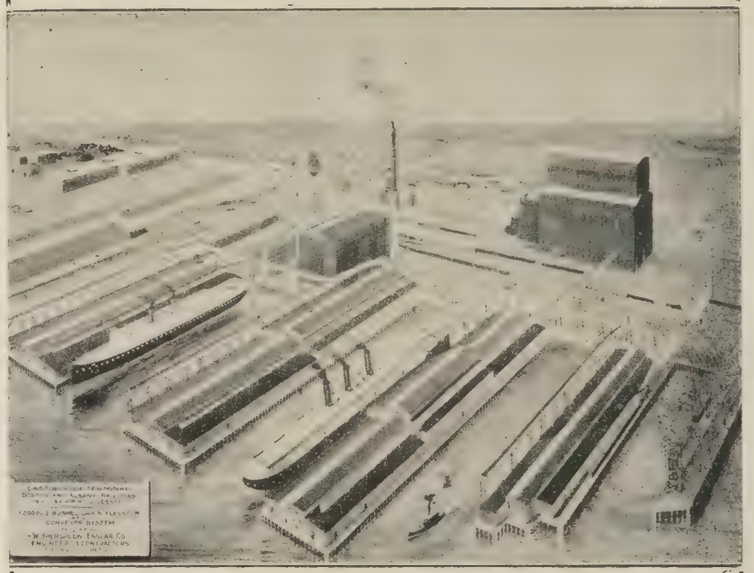


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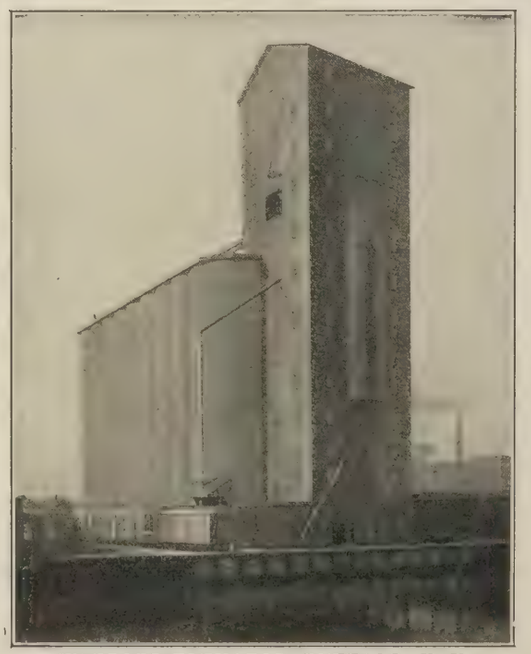
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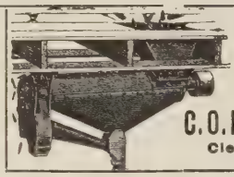
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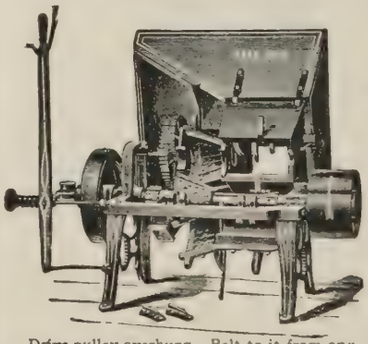
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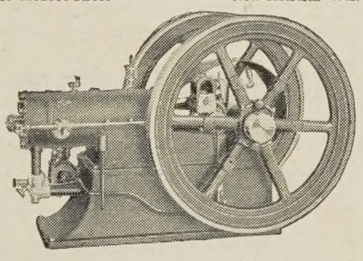
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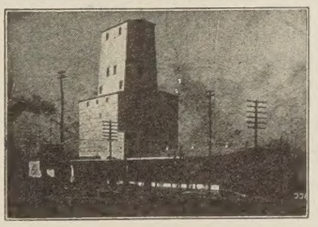
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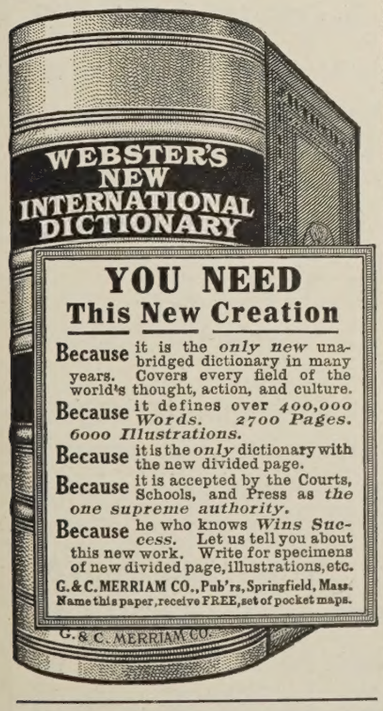
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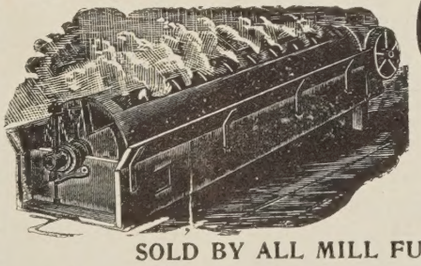
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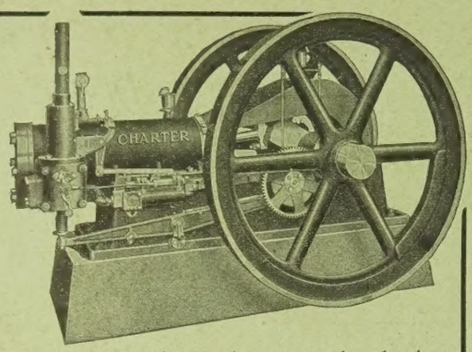
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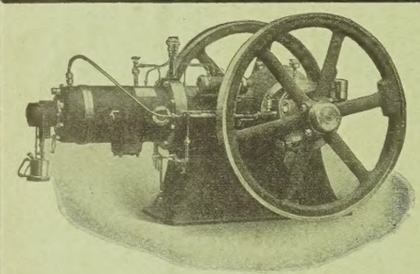
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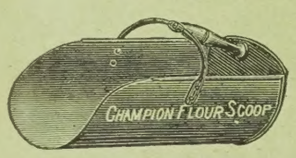
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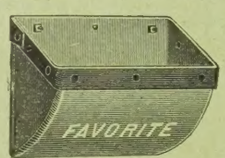
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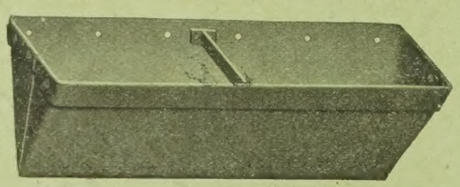


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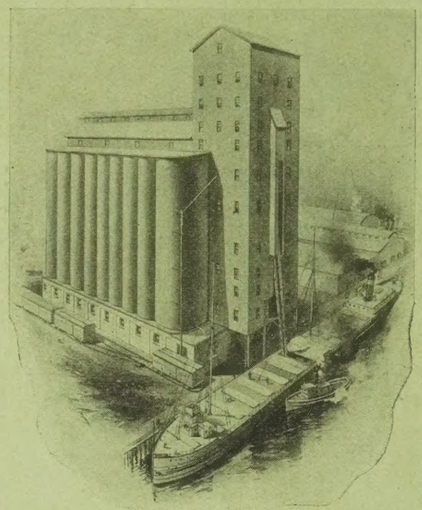
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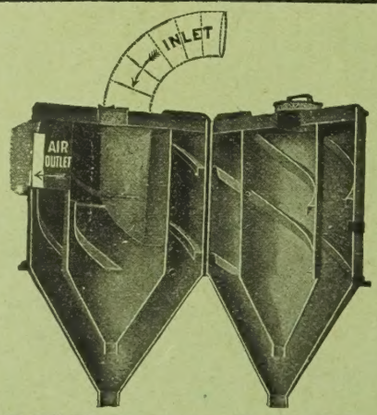
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